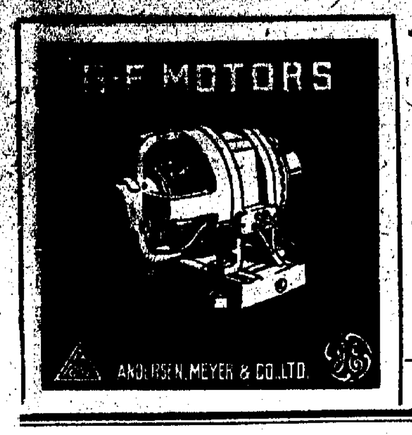
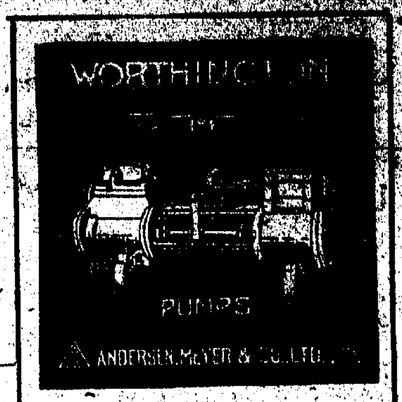


The Hongkong Telegraph.

FOUNDED 1881 No. 12,055 | 三拜禮 號九月三英港香 WEDNESDAY, MARCH 9, 1921. 日十三月正 | SINGLE COPY: 10 CTS. $16 PER ANNUM.



THE ALLIED ADVANCE IN GERMANY.

Described as "Act of Violence."

(Reuter's Service.)

Mayence, March 8.

French and Belgian troops occupied Duisburg at noon, whilst the Rhine flotilla occupied Ruhrort.

Allied Proclamation.

Mayence, March 8.

General Degoutte has issued a proclamation to the inhabitants of Duesseldorf, Duisburg and Ruhrort declaring that the Allies have been compelled to occupy the towns as guarantees, since the German Government does not intend to fulfil its Treaty engagements. The occupation is in no wise hostile towards the population and no obstacle will be placed on the economic life of the region. The Allied authorities are ready to help to improve the workers' situation, particularly to ensure the food supply, and they intend to make a regime of liberty and order prevail, thus to develop prosperity.

German Ambassador Leaves.

London, March 8.

The German Ambassador to London is proceeding to Berlin to-night in response to a summons from Berlin to explain the position.

"Never Say Die."

London, March 8.

The German delegates have departed for Berlin. Crowds gathered at the Savoy and Victoria Station, but there were no demonstrations. Dr. von Simons remarked to Reuter:—"We hope to return soon. Never say die."

"An Act of Violence."

Berlin, March 8.

In the Reichstag, a full house assembled. During a speech interspersed with cheers, Herr Fehrenbach described the penalties as an act of violence, saying "the Allied conditions are to be applied by force; therefore, they have nothing to do with the principles of right."

Herr Fehrenbach declared that Germany, including the parts about to be struck by the Allies' measures, was united in determination and endurance. Like Dr. von Simons, Herr Fehrenbach said he was willing to leave the verdict to history, which would have something to say not only as regards war guilt but also the dictates of Versailles.

British Press Comment.

London, March 8.

In contrast to the unanimity of the British Press, including the Liberal papers, in ridiculing Dr. von Simons' first offer, it is noteworthy that the *Manchester Guardian*, the *Westminster Gazette* and the *Star* to-day echo the strong language of the *Daily News* this morning in denouncing the decision of the Allies to refuse to give Germany a breathing space, describing it as a capitulation to France's policy of revenge and opposed to British national interests because it involves possibilities of Allied friction. The sanctions are calculated to defeat the industrial recovery of Germany which Mr. Lloyd George has hitherto maintained is essential to peace and restoration of trade.

All the papers, however, declare that the tactless and inept speeches of Dr. von Simons, who is in the grip of Nationalists, contributed to the general exhibition of bankrupt statesmanship.

GLASGOW HONOURS THE HEIR-APPARENT.

Prince's Speech on Receiving Freedom of City.

London, March 8.

The Prince of Wales has been granted the Freedom of Glasgow. An attempt of the unemployed to demonstrate outside St Andrew's Hall proved a fiasco. The Prince, acknowledging the freedom, said that he had not come to see the Industries Fair, but to see the people.

After eulogising Glasgow's war achievements, His Royal Highness said that all were trying to get back to peace conditions, but this word must be prefixed—"Happy". It was impossible to attain these conditions till all sections of the community were satisfied. "If we can give and take sufficiently", said the Prince "there are no difficulties which cannot be overcome (cheers). We must not be too impatient in the presence of the horrible epidemic of unemployment, with the consequent tragedy of suffering. It worries me a great deal, and upsets me particularly to know it affects thousands of men who fought overseas. I want the Lord Provost to assure them that I am thinking of them in their trouble. My earnest hope is that conditions will soon improve."

THE TRADE SLUMP.

Board of Trade Returns for February.

London, March 8.

The trade slump is clearly evidenced in the Board of Trade returns for February, which show imports of 97 millions—a decrease of 73 millions compared with February 1920, while exports of 68 millions showed a decrease of 17¾ millions.

RIOT IN UPPER SILESIA.

French Lieutenant Killed.

Paris, March 8.

A message from Oppeln, Upper Silesia, states that a band of Germans attacked a Polish meeting at Beuthen on the 6th inst. On troops intervening a French lieutenant named Dabau was killed by a blow from a bludgeon. French Chasseurs restored order.

CHICAGO MEATPACKERS REDUCE WAGES.

New York, March 8.

The Chicago Meatpackers' Association is reducing the wages of 100,000 men next week by approximately 12½ per cent.

SPANISH PREMIER ASSASSINATED.

Whilst Motoring from the Chamber.

(Reuter's Service.)

Madrid, March 8.

The Premier, Sentor Dato, was assassinated last evening whilst motoring from the Chamber. Several shots were fired.

HANDING BACK MINES TO OWNERS.

Bill Passes Second Reading.

London, March 8.

In the House of Commons, by 277 votes to 72, the Bill handing back the coal industry to the owners on the 31st. ult. passed second reading. A grave situation is threatened if owners and miners do not reach an agreement as regards wage reduction.

CONFERENCE IN LONDON REGARDING AUSTRIA.

Ministers About to Start from Vienna.

Vienna, March 8.

At the invitation of the British Government, the Chancellor, Dr. Mayer, the Finance Minister, Herr Grimm, and Minister of Food, Herr Gruenberger, are on the eve of proceeding to London via Paris to hold a conference.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, March 8.

It is reported that a certain foreign Minister has declared that conditions must be arranged before the establishment of a Special Judicial Court to substitute the Mixed Court in Shanghai, and it is predicted that the Settlement extension is the principal condition.

A report from Tientsin states that Li Yuan-hung has refused the request of the Military Government to go to the South.

Li She-wai has left for Tientsin to assist Liang She-yee in the negotiation of ten million dollar loan for the Chinese National Bank. It is said that an agreement is almost concluded.

(Other Telegrams on Page 2.)

WHY THE MYSTERY?

Japanese Crown Prince's Visit.

Is the Crown Prince of Japan arriving in Hongkong to-morrow? Perhaps you know. We don't. Not that we haven't made every endeavour to find out.

Our enquiries began this morning, when one of our representatives telephoned to Government House and asked if he might speak to the Private Secretary. His Excellency's A. D. C., Capt. McGrath, answered the call and, on learning who was speaking, asked what it was we wanted to know.

Our representative explained that he was in search of definite information as to the precise date on which the Crown Prince was expected. He was then asked to give his reasons for desiring such knowledge. The A.D.C. was told what he might have guessed, namely, that we desired a reporter and a photographer to be at Blake Pier for the official landing.

Capt. McGrath replied:—"I am afraid that under those circumstances I can divulge nothing just now."

The Telegraph man:—Is the visit supposed to be a secret one? Surely it's a matter of public interest and importance?

Capt. McGrath:—I can tell you nothing officially.

The Telegraph man:—Perhaps I might explain that we have learned that arrangements are being made to entertain the Japanese bluejackets and officers of the cruiser Katori, and it's only because we wish to have accurate information that I am enquiring.

Capt. McGrath:—Under instructions from His Excellency I can tell you nothing at all at present. The less I say about it the better.

The *Telegraph* man replied with the formal "Thank you" and rang off.

Later in the day, we endeavoured to secure some definite information from the Colonial Secretary, who, however, stated that he had no knowledge of the arrangements being made for the reception of the Royal visitor. He added that he understood the Crown Prince was arriving to-morrow, but what the detailed arrangements were he did not know. Asked if he could tell us of anyone who knew what was being done, Mr. Severn stated that possibly Mr. Ponsonby-Fane could help us.

So we rang up Mr. Ponsonby-Fane at Government House and his reply to our enquiry was:—"I am afraid I cannot tell you. There is no information at all at present."

"But isn't he expected to-morrow?" we queried.

"Yes, he is expected to-morrow, but I cannot give you any information at present."

Then he rang off.

So did we.

LENTEN MISSION.

Visit Of Father Lynch.

At the urgent invitation of His Lordship Bozzoni, Father P. M. Lynch, C.SS.R., has come form Manila, P. I., to preach a Lenten Mission to the Catholics of Hongkong. The opening sermon will be delivered at the 9.30 Mass next Sunday morning. The first Evening sermon will be at 6 p.m. next Sunday night. The Mission will last for one week—from Passion Sunday, March 13th, to Palm Sunday, March 20th. The Order of Mission Services each week-day will be Mass and short morning Conference at 7.30 a.m., Mission Sermon and Benediction at 6 p.m. each evening during the week.

Father Lynch, who came by the "Taming" on a work visit to the China Coast, is well known in Hongkong and Kowloon. His Missions and Retreats given some years ago—before the war—were largely by Catholics and non-Catholics. He even gave a Missionette in Shameen, after the fall of the Chinese Empire, when stray bullets were flying in the streets of Canton and discarded queues could be bought for a trifle in the public markets. Since his last visit here, Father Lynch spent four years in missionary activities in Australia and New Zealand and preached in many Cathedrals and Churches of the Commonwealth and Dominion. Father Lynch, now Superior of their house in Malate, Manila, belongs to the Redemptorist Congregation of priests founded by St. Alphonsus Liguori. He has a simple, direct style of talking and, by way of illustration, punctuates his addresses by scriptural narrative and personal reminiscences of the Orient and Occident.

SHIPPING SLUMP.

The "Methven" Laid Up.

The stagnant state of the freight market is causing a number of boats to be laid up in Hongkong. This is not only common to Hongkong, but reports received from Japan and the North tell the same story.

So far, we have been accustomed to hearing of relatively small vessels being laid up by their owners, but it is now reported that the crew of the C.P.O.S. Methven have received notice informing them that as the boat is going to be laid up their services will have to be dispensed with for the time being.

The Methven came in last Thursday from Saigon with 6,500 tons of rice, and has apparently found difficulty in securing further freight.

The large stocks of rice in the godowns here, both of the Saigon and Bangkok varieties, preclude the merchants from augmenting them at the present stage. There is not much feight offering therefore from Saigon or Bangkok and with trade depressed at present, it will not be surprising to learn of more vessels being laid up in the near future, unless something happens to inspire more confidence.

ST. GEORGE'S SOCIETY.

The Annual Report.

The report of the Committee of the Hongkong St. George's Society, for presentation at the fourth annual general meeting, to be held at the City Hall on Friday, 11th March at 5.30 p.m., states:—

Your Committee has pleasure in presenting to you the report and statement of accounts for the year ending 31st December, 1920. The cash balance in hand now stands at $6,752.34 as against $7,799.14 at the close of the previous year.

During the year the following sums were expended in assisting distressed English people:—

1. English woman and two children assistance with passage to England ... ...$	200.00
2. Ex-member of H.M. Forces cost of passage to Japan, etc.	178.14
3. Ex-member of H.M. Forces assistance whilst out of work ...	100.00
4. Ex-member of H.M. Forces cost of passage to Canada and assistance	333 64
	$ 811.78

The following grants from the Society's Funds were also made to mark the occasion of St. George's Day:—

1. The Director of Education for Prize Essays and for the purchase of books for the British Schools... ... ...$	250.00
2. H. M. Forces Entertainment Funds ...	1,000.00
	$1,250.00

On the 6th January a Ball was held in the City Hall at which more than 1,100 persons were present, and on 11th November a successful smoking concert was given by the Society in the Theatre Royal.

During the year 140 new members joined the Society, the membership of which now totals over 500.

Your Committee deeply regret to record the death of the following members since the last report:—Mr. J. H. Gardiner, Mr. D. K. Moss, Mr. W. R. Noble and extend sincere sympathy to their relations.

The accounts have been audited by Messrs. Lowe, Bingham & Matthews, Chartered Accountants to whom our thanks are due.

"MANY A SLIP——."

Owing to the vessel sticking on the slipway, the launch of the Italian liner Conte Rosso, from Beardmore's yard at Dalmuir, Dumbartonshire, has been postponed.

COMPANY REPORT.

Hongkong & Whampoa Dock Co., Ltd:

The report of the above Company for the year ending 31st December, 1920, states:—

The gross profit for the year is ...	$1,185,189.14
After paying interest $20,884.30 and depreciating plant, &c., by $1,442,734.63 and paying a bonus to staff of $110,000.00	
	$1,573,618.93
there remains a net profit of	$2,811,570.21
and adding amount brought forward as per last Report $976,045.62	
less Interim Dividend paid 11th October, 1920, $240,000.00	
	736,045.62
leaves available a sum of	$3,547,615.83
which the Directors recommend to be appropriated as follows:—	
To pay a final dividend at the rate of 10 per cent. per annum or $5.00 per share,	$300,000.00
To pay a Bonus to Shareholders of $11.00 per share	$660,0000.00
To transfer to Reserve Fund	$1,750,000.00
To carry forward to new account,	$837,615.83
	$3,547,615.83

Directors.—In accordance with Article No. 90 of the Company's Articles of Association, the Hon. Mr. John Johnstone and Mr. G. M. Dodwell retire by rotation, and offer themselves for re-election. Mr. G. W. Barton retired from the Board on leaving the Colony, and Mr. H. P. White was invited to join the Board in his place. Sir Robert Ho Tung was also invited to join the Board and these appointments require confirmation at this meeting Mr. A. S. Sorensen resigned on leaving the Colony, Mr. H. P. White has been appointed Chairman for the year 1921.

Auditors.—The accounts have been audited by Mr. H. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., who retire and offer themselves for re-election.

"HONG MOH" DISASTER.

Crew Still in Swatow.

It was expected that the crew of the ill-fated Hong Moh would arrive this morning from Swatow where they were taken, but a message has been received from the British Consul at Swatow stating that he has detained the crew there pending information as to where the Court of Enquiry into the loss of the vessel will be held.

BOUND FOR PARIS.

A Distinguished Chinese Visitor.

Chu Chi-chen, the former Chinese Minister of Interior and former chief delegate to the Shanghai Conference, arrived in Hongkong yesterday on his way to Paris, where he is to express thanks on behalf of the President of China for the recent French honour conferred on the latter.

After calls on Sir Robert Ho Tung and the Hon. Mr. Lau Chu-pak, the visitor was entertained at the Kam Ling Hotel. This morning he called on H.E. the Governor and left again at noon.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 2s. 3⅛d.

THE WEATHER.

2 p.m. Barometer:—30.10. Temperature:—69. Humidity:—61.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.30 p.m.

DON'T FORGET.

To-day.

Theatre Royal.—Banvard Musical Comedy Co. present "Girls and Giggles"—9.15 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

To-morrow.

Coronet Theatre—2.30, 5.15, 7.15 and 9.15 p.m.

Hongkong Theatre—5.15 7.15 and 9.15 p.m.

ENFORCING THE TREATY.

Left—Mr. Lloyd George, who told the Germans that the Allied penalties would be enforced. Right—General Degoutte, in supreme command of the Allied forces occupying German towns.

NOTICE.

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GENERAL PHOTO SUPPLIES JUST ARRIVED

MEE CHEUNG

PHOTOGRAPHER

Ice House Street.

EARLIER TELEGRAMS.

ALLIED TROOPS ADVANCING.

London, March 8.

A very brief period has elapsed between the breakdown of the Conference and the carrying out of the military part of the sanctions, for Reuter's correspondent at Paris announces that according to semi-official information from Dusseldorf last evening the first French detachments bound thither had arrived at Benrath, on the border of the occupied regions. Reuter's correspondent at Berlin confirms this.

A British detachment from the Cologne neighbourhood will participate in the occupation.

General Degoutte is in supreme command.

Paris, March 8.

Dusseldorf was occupied at dawn, the Allies advancing during the night being transported in lorries and a flotilla of boats. The British consisted of cavalry and tanks, the Belgians of infantry and the French of cavalry, infantry, engineers, artillery and armoured cars. While the Belgians crossed the Rhine bridge the Anglo-French marched on the right bank from the Cologne bridgehead, entering Dusseldorf from the south-east. General Degoutte's headquarters have been transferred to Neuss.

Berlin, March 8.

Herr Ebert Fehrenbach in a proclamation protests against the "unprecedented and unfulfillable demands which the opponents of world war sought to impose on ourselves, children and grand children. Our honour and self-respect forbid the signing of the contract which the work of generations will not suffice to execute." He declares that the occupation of further German territory is a breach of the Treaty of Versailles. "We are defenceless and unable to oppose force with force, but can cry out so that all still recognising the voice of righteousness may hear that right is being downtrodden by might." He exhorts the German people to meet foreign violence with a dignified, calm and lofty front and not be provoked into thoughtless acts, but endure and trust the Government which will not rest till foreign might yields to right.

Paris, March 8.

The papers are commenting favourably on President Harding's message. What is especially noticed is that the message sets to naught Germany's hope of intervention in her favour.

MILITARY FORCE AND GERMANY.

Constantinople, March 8.

The "Daily Telegraph's" diplomatic correspondent says that in the course of consideration of Mr. Lloyd George's project for reparations Baron Hayashi, speaking feelingly and deliberately, recognised the justice of M. Briand's contention and the necessity for applying force. This was the first time Baron Hayashi has differed from the British standpoint of reluctance to resort to military penalties until the utmost limits have been exhausted of securing an agreement.

ANTI-BOLSHEVIST RISINGS.

Helsingfors, March 8.

Kronstadt revolutionaries have begun to bombard Petrograd, following on the latter ignoring the Kronstadt Revolutionary Government's ultimatum to the Soviet. Petrograd is silent but some of the Soviet fort batteries in the Finnish Gulf are replying, although the fortress of Krasnayagorka is firing in the direction of Petrograd where numerous fires are raging, observable from the Finnish border.

It is reported the rebels have captured Oramenbaum fort. The Reds have retired to Gatchina, where they are strongly concentrating.

AN ASSOCIATION OF NATIONS.

New York, March 8.

The "Times" of New York understands that President Harding has definitely decided to send seven commissioners, probably headed by Mr. Elihu Root, to London to ascertain if the Allies are willing to agree to the inclusion of the United States in an Association of Nations on terms definitely excluding any obligation on the part of the United States to guarantee the peace of Europe.

THE LEAGUE COUNCIL.

London, March 8.

The Brazilian Ambassador Senor D'Acunha, is to continue to preside at the Council of the League of Nations.

AUSTRALIAN CRICKET.

Benalla, March 8.

The M.C.C. defeated seventeen of Benalla by an innings and 101 runs. M.C.C. made 348 for 6 wickets (Rhodes 71, Dolphin 58, Hendren 69, Fender 83 not out). Benalla in the first innings scored 69 (Waddington 10 for 31, including the "hat trick," and Howell 5 for 28) and in the second innings, 178.

EDINBURGH STUDENTS IN PARIS.

London, March 8.

Thirty-four medical students from the University of Edinburgh have arrived in Paris for a course of studies.

KEMALISTS OCCUPY BATUM.

Constantinople, March 8.

It is reported that the Kemalists have occupied Batum.

OBITUARY.

New York, March 8.

The death is announced of Colonel G. W. Macfarlane, a former Chamberlain to the King of Hawaii.

LAWN TENNIS.

H. K. C. C. Tournaments.

At the H.K.C.C. ground yesterday the Open Championship Doubles match that could not be finished last week was replayed, Major H. M. Edwards and R. Townsend meeting S. Rumjahn and O. Rumjahn. Edwards and Townsend were in good form and for the most part had their opponents on the defensive. The Rumjahns lobbed often and well, but found Edwards and his partner consistent, although not deadly in their smashing. Edwards and Townsend won, 6-3, 6-4, 3-6, 6-3, the losers making a stubborn fight to the end.

In the same event, B. W. Bradbury and E. Fincher defeated A. D. C. Sandberg and C. C. Zoveryn, 6-2, 6-3, 6-0.

G. Miskin and E. G. Grimble have a walk-over from E. de Sousa and F. Prata.

In the Open Championship Singles there was a protracted struggle between A. A. Rumjahn and one of the Japanese players, A. Kawaguchi. The former won, 6-8, 6-3, 4-6, 6-4, 6-2.

Other results were.—

Handicap Singles "A".—Major J. R. Lloyd (owes 3/6) beat J. M. W. Mears (owes 1/6), 6-4, 6-2.

Handicap Singles "B".—W. B. Cornaby (scr) beat K. W. Lane (owes 3/6), 6-2, 4-6, 6-4.

Handicap Doubles.—Capt. C. S. Fisher and Lt. A. S. Lindsell (scr.) beat J. S. Jennings and C. E. Wilkinson (owe 15/3) 6-2, 5-7, 6-4; G. Miskin and E. G. Grimble (owe 2/6) beat F. H. Farthing and J. Rodger Junr. (rec. 3/6), 6-3, 6-3; D. M. Larkins and W. B. Cornaby have a walk-over from H. Humphreys and J. D. Humphreys; D. J. Valentine and R. K. Valentine (rec. 4/6) beat M. H. Roffey and L. Forster (owe 3/6), 6-8, 7-5, 8-6.

Mixed Doubles Handicap.—Major H. Greenaway and Miss Burdett (owe 30) beat J. R. Wood and Mrs Cavalier (owe 3/6), 6-4, 6-3.

COMING MATCHES.

TO-DAY.

Open Championship Singles.—W. H. Drummond v A. H. Crook.

Open Championship Doubles.—S. H. Ismail and A. A. Rumjahn v. Major C. Willson and L. Forster; E. Abraham and J. Stalker v. G. W. Sewell and D. J. Valentine; K. W. Lane and Yew Man Taun v. Capt. Leslie Smith and J. S. Jennings.

Club Championship.—J. H. R. Freeborn v. G. M. Dodwell.

Handicap Singles "A."—M. H. Roffey v. Major H. M. Edwards.

Handicap Singles "B."—C. B. Brown v. Capt. Tomory.

Handicap Doubles.—T. E. Winfield and M. E. F. Airey v. H. Greenwood and E. G. Ellams.

THURSDAY.

Open Championship Doubles.—J. R. Wood and G. R. Sayer v G. M. Dodwell and J. M. W. Mears.

Club Championship.—Capt. C. O. Olliver v L. Nelson.

Singles Handicap "A."—A. B. Raworth v J. W. Alabaster; H. W. Sassoon v G. W. Sewell.

Mixed Doubles Handicap.—L. Forster and Dr Gradys Turner v Major H. G. Bagnall and Mrs Bagnall.

FRIDAY.

Open Championship Singles.—W. E. Crocker v. L. Nelson; S. H. Ismail v. G. W. Sewell; Major H. Greenaway v. L. Forster; K. W. Lane v. S. A. Rumjahn; J. B. Penman v. Comdr. G. H. Brady; Surg. Lt. H. Morrison v. Wong Po-keung.

Open Championship Doubles.—A. H. Crook and A. D. Ball v. winner of Thursday's match.

Handicap Doubles.—F. A. Dinsdale and C. C. Stark v. Lt. C. J. Larkcom and Capt. D. R. Wahl.

Mixed Doubles Handicap.—Col. L. Humphry and Mrs Timmis v. Rev. H. S Crole Rees and Mrs Bowden Smith.

THE CRACKER FACTORY EXPLOSION.

Insufficient Precautions.

The enquiry into the recent explosion in the Hoi Sang firecracker factory at Tai Shek Kuo, in which 30 Chinese were killed, was resumed at the Magistracy yesterday afternoon.

The jury consisted of Messrs F. H. Smith, R. A. Green and G. T. Eveleigh.

Woo Lok, foreman employed by the factory, said on the day of the explosion he was teaching the female workers to string the crackers together in the left wing. They usually finished work at 5.30 p.m. Of sixty-four women working under him, forty were employed to tie-up filled crackers. Ten were inserting fuses, eight were putting empty paper tubes into holes on a tray while the remainder were powder fillers. The explosion took place at 2.30 p.m. and up to that time work in the factory was going on as usual. During the work, the powder flew about the workshop, and some got on the spools and working benches as well as the faces and hands of the workers. He used an iron hammer on the 25th to prise the spools from the benches and forgot to take it away after he had finished. He left the hammer on one of the benches at 2.15 p.m. He always did the work with such thoroughness that he had no reason to believe that the workers' used the hammer on the spools, but on the day in question he could not say if they did so. At 2.30 p.m. while standing in front of the bench on which he placed the hammer, he suddenly saw a big column of black smoke which filled the room. The smoke was not preceded by any sound. He turned round and saw a stampede among the workers. He next heard a big explosion and the rattle of firecrackers which seemed to have taken place in the whole of the building. The roof of the left wing fell in and he jumped out of the premises in the nick of time thus avoiding the falling debris. So far as he knew no hammer or scissors were dropped on the floor that afternoon. There was no loose powder in the workshop, except what had been spilt. There were at the most one hundred packages of finished crackers in both wings. There were no files in the room. He could not account for the origin of the explosion.

At this stage the Coroner remarked to the jury that it was a disappointing enquiry in view of the unsatisfactory evidence. He did not think that further evidence would help them.

The jury asked the foreman what first attracted his attention.

Witness said he heard a commotion and saw people running out of the premises.

The Coroner said that one defect in Chinese witnesses was that they did not give the exact facts and exercised their imagination.

The foreman of the jury wished to know what was the cause of the previous explosion.

Inspector Murphy replied that the cause was attributed to the storage of loose powder in the workshop, but since the last explosion the workers were ordered to be searched and the powder kept in an isolated magazine.

Answering the jury, the foreman said there were several cases of finished crackers on the premises on the day of the explosion. The factory produced between twenty and forty cases of crackers a day.

A female searcher of the factory explained the routine. Before the search she closed one of the doors at the gate and searched the workers individually. The workers were searched four times a day. She did not find anything. In the morning the operatives were searched for matches and cigarettes. The object of the search in the afternoon and at noon was to prevent pilfering. The search occupied over an hour.

At the conclusion of the evidence the Coroner said it was hopeless to ascertain the cause of the tragedy, and he thought it would be better to concentrate on the adequacy of the precautions.

In their verdict, the jury expressed the opinion that the precautions taken by the management of the factory were not sufficient to mitigate the severity of the explosion.

OBITUARY.

Mr. C. H. W. Aitken.

We regret to record the death, which took place in Manila on 2nd March, of Mr. Charles Henry William Aitken, formerly of Hongkong, in his 49th year. The late Mr. Aitken spent his youth in Hongkong, learned the engineering profession and join the Scottish Oriental Steamship Company, under whom he sailed until the Company's fleet passed into the hands of the Norddeutscher Lloyd. About eighteen years ago he went to Manila and became assistant to an engineering establishment at Cavite of which he subsequently became manager. His death is all the more to be regretted as we understand Mr Aitken contemplated leaving the Philippines at an early date. He leaves a widow and some children, also a sister who resides in Hongkong (Mrs Geo. P. Lammert) to all of whom the deepest sympathy will be extended.

The death of Mr Aitken recalls his parents—both with the majority for many years—who were among the first foreign residents of Kowloon. Mr Aitken, senr., affectionately known as "Daddy," was in charge of harbour work for the Hongkong and Whampoa Dock Company. He died about twenty years ago and his widow some years later.

CAPT. F. A. MOODY.

We regret to record the death of Capt. F. A. Moody, a director in the firm of Little Brothers, Ld.

Capt. Moody came to Hongkong 10 years ago, and after spending some time with Messrs. Butterfield & Swire went to Australia. On his return he proceeded to Tientsin and joined the Eastern Trading Co., Ld. When war broke out he travelled to England and obtained his commission with the Irish Fusiliers. His service included Ireland, France, Palestine and the Egyptian rebellion. His death can be attributed to the aftermath of the war, for he was wounded in the leg and gassed. His leg wounds troubled him a great deal, but gas was his greatest trouble and was probably the cause of his death. He returned to China in 1919. During the summer of 1920 he was far from well, and gradually got worse. His doctor was of the opinion that his only chance was to go for a long sea voyage and have a complete rest. He left on the str. Rhesus on January 15 last. A cable from England dated the 25th ult announces the sad news that Capt. Moody died in the Red Sea on February 7, 1921.

Capt. Moody had the knack of endearing himself to people, and his many friends in China will miss him. Our deepest sympathy is extended to his relatives in the Homeland.

BILLIARDS.

Ho Kom-Tong Cups.

Playing at the Palace Hotel last night, G. Thomas (-100) defeated Ho Shai-man (-150), 250-180. Highest breaks: Thomas, 25, 19, 16; Ho, 22, 19, 16.

R. Thomas (-175) beat F. E. Silva (-200), 250-223. Highest breaks: Thomas 20, 19, 18 (twice), 16, 15; Silva, 36, 24, 17, 15 (twice).

To-night's Games.

6 p.m.—T. B. Golding (-300) v. Wong Po Hong (-200).

9 p.m.—J. Parkes (-200) v. Sergt. Major Stroud (-200).

DOINGS OF THE DUFFS — Shade Is in Helen's Favuor — BY ALLMAN

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TEN DANCE HITS ON THE FEBRUARY

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35704	Just snap your fingers at care—Darling—Foxtrot	Paul Whitman & His Orch'
	Caresses—Medley Fox Trot	Paul Whitman & His Orch'
18714	Tip Top—Medley Fox Trot—Saxophones	Six Brown Brothers
	If a wish could make it so—Fox Trot	Six Brown Brothers
18715	If you could care—Medley Waltz	Smith's Orchestra
	Happy—One Step	Smith's Orchestra
18716	Let the Rest of the World go By—Waltz—	Ferera & Franchini
	My Isle of Golden Dreams—Waltz—	Blue & White Marimba Band
18713	12th Street Rag—Fox Trot	All Star Trio
	Dotty Dimples—One Step	All Star Trio

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TWENTY YEARS AGO.

Passing of the Victorian Age.

It is twenty years to-day since the good Queen Victoria died, and the period that we know as the "Victorian Age" came formally to an end, writes Mr. R. A. Scott-James.

From such a distance we look back upon that dim other-world which gave us our first impressions of childhood, an age peopled with tall frock-coated seniors for whom crinolines and side-whiskers were a memory of yesterday, when willowy girls were blushing maidens, and "boys would be boys," and middle-age was terrific in the respect that was due to it and the odour of sanctity it shed abroad.

It is gone; and still the abiding memory of the admirable Queen who presided over it is that of her "goodness." Though we know that she was versed in European Court politics, that she contributed no small part to the making of the British Constitution, that she knew when to give way and was immovable when sure of her ground, yet, when all is said and done, it is her conspicuous and dominant "goodness" that makes her the human epitome of her age.

IMPECCABLE PERSONS.

And it was an age when men were esteemed great just in proportion as they established a reputation for goodness. The bad men who were thriving in England when Victoria came to the throne gradually disappeared, and good men took their places.

What a galaxy of impeccable persons! First the Prince-Consort himself; and among politicians, the Brights, Cobdens, Gladstones, Bradlaughs; among Churchmen, Pusey, Newman, F. D. Maurice, and a hundred others; the gentle virtues of Tennyson and Mrs. Browning were an example to poets, and the dreadful aspect of the Martineaus, George Eliot and Ruskin inspired awe in the hearts of the young and ardent. Dickens, and even the sardonic Thackeray were nothing if not moralists.

Good, exemplary people, nearly all of these great men and women And around them, on all sides, hundreds of lesser oracles, of virtue, personages whose conspicuous good works earned them the statues which perpetuate their memory in the public places of London to-day—the men who completed the abolition of the slave trade, the men who founded Sunday schools, the men who urged the rights of small nationalities (internationalism was not then invented,) the pioneers of missionary enterprise. They live in the memories of those who still carry on and collect funds for the institutions they founded, and for the imagination they exist side by side with Florence Nightingale and the boy who stood on the burning deck.

WORLDLY WISE MEN.

What a standard those worthy middle-class gentlemen set themselves and their children to live up to! There were some who held that virtue was its own reward; more, who held that it was rewarded. The latter must have been right, for is it not a fact that among the men most remarkable for uprightness in those days were those who made the largest fortunes? Consider the great, flourishing, typical British businesses of to-day. Most of them were founded in the early-Victorian period by men worthy of the statues erected to them.

Even those who failed to maintain these high standards in all activities of private life were careful to conceal their faults. In the domestic circle at least no careless word might be spoken. Sins were kept for the company of sinners, and respectable society ignored their existence. Before the young lay the choice between Paradise on the one side and Hell on the other. There was no half-way house.

It is true, it was an age of unprecedented poverty, existing side by side with unprecedented wealth. The suburbs were built in those days, and slum properties became good investments. There were more charities than had ever existed before, and there was more occasion for them. The poor were still the "lower classes." They might have remained so to this day, and the middle classes still be practising the same virtues if some pestilential fellows had not come along and invented universal elementary education. That proved the undoing of the Victorian Age.

ATTEMPTS AT ESCAPE.

For 20 years we have been trying to live it down, to escape from what seems to us to be its hypocrisy. For 20 years we have been trying to get rid of a habit of mind which put propriety before righteousness, charities before charity, unctuousness before spirituality, appearances before realities. The spirit of that age was challenged in the social battles of 1900 to 1914.

The rise of democracy dealt it a heavy blow. It had cast a veneer over civilisation. It had left its imprint on institutions, and its language had been spoken in Parliament, in the pulpit, and on the Bench. Its authority was now in question, its solemnity ridiculed, its pretensions exposed; it was castigated by every novelist, dramatist and freelance thinker who remembered with bitterness the discipline of his childhood.

Finally came the war, and what seemed to be the death-blow to Victorianism. But its spirit was strong and deeply engrained. I doubt if it is dead yet. It is too useful an adjunct of privilege to be allowed easily to die.

DEMOCRATIC ORGANISER ILL.

Mr. William F. McCombs, Manager of the National Presidential campaign in 1912, which placed Woodrow Wilson in the President's Chair, and Chairman of the Democratic National Committee from 1912 to 1916, lies critically ill with heart disease, states a New York message.

THE YOUTH OF GERMANY.

Building Anew.

[The following article is by Mr. Coningsby Dawson, the Berlin correspondent of the *Daily News*, an organ with Teutonic sympathies, and must be read in that light, but is of interest as contributing to an all round view of the situation.]

The youth of Germany are in revolt. They have established an invisible system of trenches in every school, every university.

Though they may not know it, and would perhaps disown it, they are banded together to withstand that same intolerance of autocracy which hurried lovers of freedom from the ends of the earth that it might be crushed on the Western front.

These new armies, which are rewinning the old battle, have given themselves a name. They call themselves the Freie Deutsche Jugend—the Free Youth of Germany. Their ranks are made up of girls as well as boys. In isolated instances they are organised, but for the most part they are knights errant.

The Free Youth of Germany range in age from mere children to university students. They are against tyranny in every form; against meaningless conventions, against conscription, against war, against inherited hates, against all traditions and institutions which hamper and capacity for self-development. If you ask them to formulate their doctrine they grow vague. Each one answers in terms of his or her personal idealism and disilusionment. They want to be happy—that is what it amounts to, and they have never been happy.

VICTIMS OF THE WAR.

The world of grown people has proved itself cruel. They will have nothing to do with it. They refuse to accept its authority. They will build society afresh.

From time immemorial, they tell you, the youth of all countries has been hectored and abused; they are going to harness the youth of every race in a Titanic effort to correct the injustice of human affairs.

"Humanitarians at the duckling stage," a cynic might call them, and then add as his verdict, "They'll grow out of that." God forbid that they should! Their attempt to break their chains is the most hopeful sign in Central Europe.

They have seized on the dream of a new generosity.

They will appeal over the heads of their adults to the youth of the nations for friendship. "We children were never enemies," they say. "We did not make the war. We were the victims of it. We were not consulted."

THE REVOLUTION BEGUN.

"Poor kids," is one's first comment. But their demands are not to be dismissed so lightly.

The Free Youth have already commenced a revolution. It is a revolution of ideas—ideas in the main which have not become articulate. But these child enthusiasts will be men and women soon. They will have to be heard.

No one can foresee to what lengths their yearning for freedom may carry them. It should be the business of the Allies to show them sympathy and give them directions.

There are three points in their movement which deserve to be made emphatic. The first is that they are absolutely correct in their assertion that the children of the Allies were never at war with the children of Germany. The second is that the Free Youth of Germany are fighting for precisely the same ideals for which the Allies fought, and are doing their fighting on German soil, where it will be most effective. The third is that they are showing a spirit of regeneration which, if it is encouraged, will become the national spirit of to-morrow.

For the safety of the world, if for no less selfish reason, their movement deserves the Allies, consideration.

A part of their ideal has already found expression in the new German Constitution, which was passed two months after the signing of the Peace Treaty. The clause is No. 148, and reads: 'Our schools must educate our children not only in a spirit of patriotism, but also in a spirit of international reconciliation."

As Doctor von Simons, the Minister of Foreign Affairs, said when he pointed it out to me: "That wasn't so bad as a beginning, when only two months had elapsed since our humiliation at Versailles."

RELIEF WORK.

The American and British relief work done in Germany is being concentrated on the youth. For the American relief the Society of Friends are the dispensers. At the present moment 600 000 children are being fed at American relief stations which the Friends are operating, but there are at least 400,000 more who ought to be included. Whether they are included depends on what funds are forthcoming within the next month.

The schemes for saving the youth of Germany are exceedingly thorough. Starting with the unborn child, they finish with the student at the university. By far the larger part of the funds for the student feeding are contributed by Great Britain.

The thirst for learning since the close of the war has become abnormal. Students attending the universities are one-third in excess of the capacity. They are young men and women drawn from every class and welded together by an almost painful enthusiasm for democracy.

The sacrifices which they make to gain an education sometimes reach the point of martyrdom. One girl, who is by no means exceptional, attends her lectures by day and scrubs floors as a charwoman by night. If it was not for the one substantial meal in the 24 hours which the Friends provide she would starve.

WHERE PEACE MUST COMMENCE.

It is to such people that the American and British Friends are ministering. They realise that, if there is ever to be peace between the sons and daughters of the nations who fought, the peace must commence in the heart.

The point which cannot be made too emphatic is that Young Germany is no party to the offences of the middle-aged Germany. It is just that a distinction should be made between the new and the old.

The new is fighting our battle for us. In the universities it is fighting the professors who insist on teaching reactionary doctrines. The students, being young, are sick and tired of the glorification of the old bad past; they insist on starting with to-day and looking forward.

If we desire it we can have them for our friends. Not to desire it would be a crime unpardonable. To destroy a bad world was necessary, but to help build a good one is braver.

NOTICE.

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GENERAL NEWS.

THE BEST EXERCISE.

"There is no exercise to beat walking," said a doctor in a workman's compensation case at Clerkenwell Court.

NOVELIST'S HOME AS CLUB.

Kingston Lodge, Norbiton, Surrey, and one time the residence of George Meredith, the novelist, is now doing duty as a club for ex-Service men.

TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Make.	Prices. Tyres. $ C	Tubes. $ C
28 x 3	Fisk (Clincher-Motor cycle	25.00	9.000
31 x 4	Fisk (Clincher)	60.00	13 00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Plain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4½	Dunlop (S.S.)	95.00	15.50
35 x 4½	Dunlop (Clincher)	95.00	16.00
35 x 4½	U.S. Chain (S.S.)	100.00	16 00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux (Clincher)	75 00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

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THE STYMIE IN GOLF.

America Adopts A New Rule.

Mr. W. D. Vanderpool. the secretary of the United States Golf Association, reports that a new rule dealing with the vexed question of the stymie has been adopted in the United States. It will be remembered that at the conference between the governing bodies in America and Britain, amongst other questions, the rule relating to the stymie was discussed at some length. The outcome was the following rule being drawn up for presentation to the Committee of the United States Golf Association and the Royal and Ancient Club:—

"Definition.—When both balls are on the putting green and the opponent's ball lies in any position which the player regards as interfering with the line on which he wishes to play, the opponent is said to have laid the player a 'stymie' provided the balls be not within six inches of each other."

"Stymie.—If the opponent lay the player a stymie, the player may remove the opponent's ball. The opponent shall then be deemed to have holed in his next stroke."

"Note.—If a player playing within the boundaries of the putting green lays himself a stymie, the rule does not apply."

The United States Association played under this rule at the Amateur Championship meeting at the Engineers' Club with the idea of uniformity of rules in Britian and America, but the Royal and Ancient Rules Committee failed to secure unanimous support of the rule, and it was, therefore, not presented for the consideration of the Royal and Ancient Club.

Now the Executive Committee of the United States Golf Association, with the sanction and approval of a the Rules of Golf Committee of the Royal and Ancient Club, has adopted a new rule, which eliminates the stymie definition or mention of the stymie as follows:—

"When the balls are on the putting green, the player may remove the opponent's ball. The opponent shall then be deemed to have ho'ed in his next stroke."

The Executive Committee, it is reported, proposes to give the new rule a fair trial in order to ascertain whether or not it meets the conditions and is in accord with the sentiment of the golfers of the United States.

NOTICE OF REMOVAL.

M. J. D. STEPHENS, Solicitor.

The Office has been REMOVED to 1st Floor, No. 15, Connaught Road, Central, (beyond the Post Office).

Hongkong, March 1st, 1921.

DON'T BUY GLASSES.

as you would shoes. Many defects of the eye are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the Refracting chamber of the Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians (the only competent optical manufacturing house in the colony) located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

MONKS' DOGS HUNT MURDERERS.

Escape on Skis.

An exploit by two mysterious bandits on skis in the Alps is reported in a Geneva message. The monks of the famous Augustinian hospice situated on the Grand St. Bernard mountain heard revolver shots. Suspecting some mishap, they sent their St. Bernard dogs out, and the clever animals soon discovered, about a mile from the monastery, three men lying dead in the snow.

Their bodies were riddled with bullets and they had been robbed of all they carried.

Marks left on the snow showed that the thieves had marched on skis. The monks sent their dogs out in pursuit, but the animals soon lost trace of the men, who are believed to be clever ski-ers.

Police were informed, and, with the help of the monastery dogs, have searched in vain for the criminals.

The victims of this new type of brigands were rich Italians, who had left Aosta the previous day without guides with the intention of ascending the Grand St. Bernard mountain.

They were last seen alive in the village of Signord. After lunching in a little restaurant in the village, they left for the monestery, where they intended to spend the night.

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2 Queen's Buildings, Hongkong, on Tuesday 29th. March 1921 at noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st. December 1920.

The Share Register and Transfer Books will be closed from the 19th. to the 29th. March 1921 (both days inclusive).

By Order of the Board of Directors.
R. M. DYER,
Chief Manager.

Hongkong 7th. March, 1921.

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom)

Notice is hereby given that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 15th March 1921 to WEDNESDAY, 13th April 1921, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary.

Hongkong, 7th March, 1921.

HONGKONG CLUB.

NOTICE.

The Thirty-fifth Yearly General Meeting of the Members of the Hongkong Club, will be held in the Club House on MONDAY, the 14th March, 1921, at 5.30 p.m.

By Order,
A. H. ABBAS,
Secretary.

Hongkong, 5th March, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 11th March, 1921
commencing at **11 a.m.**
at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon
(for account of the concerned)
202 Bales Hemp
8 Bales Tobacco
and afterwards at No. 19 Passage
381 Bales Hemp (loose)
(all more or less damaged by fire & sea-water)

Terms: Cash on delivery
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 11th March, 1921.
commencing at **2.30 p.m.**
at their Sales Rooms, Duddell Street

A Quantity of Valuable Blackwood & Teakwood Furniture
Comprising:—

Blackwood: Couches, lady's desk, armchairs, flower stands, stools, curio stands, card table, teapoys, etc. etc.

Teakwood:—Extension dining table and chairs, bookcases, desks, flower stands, overmantels, sideboards with bevelled mirrors, ice chest, dinner waggons, bedstands, dressing tables, washstands, chest of drawers, etc. etc.

Also

Electric-plated ware, cutlery, glassware, etc.

On view from Thursday, the 10th inst.

Catalogue will be issued.

Terms:—Cash on delivery.
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Fri. & Sat. 11th & 12th	A Bright, Breezy, Musical Comedy "COMING DOWN"
Sat. 12th at 4.30 p.m.	Reduced Price Matinee "COMING DOWN"

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Prices $4, $2 & 1. **Matinee $3, $2 & 1.**

Sailors, Soldiers & Children Half Price to Matinees only.

MADAM KEELER WILL SHOW THE LATEST FROCKS, HATS, FANS & LINGERIE DIRECT FROM PARIS AT THE THEATRE ROYAL STAGE ENTRANCE—DAILY FROM 10 a.m. to 1 p.m. & 2 to 5 p.m. THROUGHOUT THE SEASON.

NOTICE.

SOCIETY OF ST. GEORGE, HONGKONG.

The Annual General Meeting of the Society will be held in the City Hall on Friday, 11th March at 5.30 p.m. for the following purposes:—

(a) To receive the report of the Committee and statement of accounts for the past year.

(b) To elect the Officers and Committee for the ensuing year.

(c) To consider the manner in which next St. George's Day shall be celebrated.

(d) To transact any other business of which due notice has been given.

All members are requested to attend.

C. BLAKER,
Hon. Secretary

Hongkong, 1st March, 1921.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

The Forty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on Friday the 18th March at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1920.

The Transfer Books of the Company will be closed from the 4th to 18th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.

Hongkong, 18th February, 1921.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Comrade's Hotel, Hongkong, on SATURDAY, 19th MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1920.

THE REGISTER OF SHARES of the Company will be closed from SATURDAY, 12th March, to SATURDAY, 19th March, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, 2nd March, 1921.

NOTICE.

Our Manager, Mr. H. Cayrou, being on leave to Paris, we beg to inform our Clients that from this date, Mr. H. Geoffroy will take over the Management of our Branch in Hongkong during Mr. Cayrou's absence.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.

14, Des Vœux Road, Ctl

Hongkong, 3rd March 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers' Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Recreio
The Craigengower Club

M. J. BREEN,
Hon. Secretary War Memorial Committee.

REPULSE BAY HOTEL.

Bank Holiday, Monday, March 28th, 1920.

FANCY DRESS DINNER DANCE.

At the request of numerous patrons, a fancy dress dinner dance will be held on the above date.

Table reservations can be made at the Hongkong Hotel (Telephone No. 32) or direct to Repulse Bay Hotel (Telephones Nos. 881 and 807).

REPULSE BAY HOTEL.

The approach roads to the above Hotel are closed temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

NEW ADVERTISEMENTS.

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

No. S. 57.—It is hereby notified that sealed tenders in duplicate, which should be clearly marked "Tender for Quarries", will be received at this Office until Noon on Monday, the 14th day of March, 1921, for the letting of the undermentioned Granite Quarries at Hongkong and the New Territories, for a period ending 31st December, 1921, or, as an alternative, for a period ending 31st December, 1923.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry, as a pledge of the *bonâ fides* of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender.

Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Upset Annual Crown Rent.	Deposit with tender
Tun Tse Wan No. 2	1.84	$200.00	$30.00
Ah Kung Ngam No. 2	.93	$1,300 00	$100.00
Cha Kwo Ling No. 31	1.60	$180.00	$30.00
Ngau Tau Kok No. A 24	1.75	$200.00	$30.00

UNIVERSITY OF HONGKONG.

MATRICULATION AND SENIOR LOCAL EXAMINATIONS.

Notice is hereby given that the above Examinations will commence on MONDAY JUNE 6th, 1921. Forms of entry and copies of the new regulations and syllabus can be obtained on application to the Registrar.

Each entry form duly filled in must reach the Registrar together with a fee of $15. (Hongkong currency) on or before APRIL 2nd, 1921.

The Ignes Soares Scholarship tenable in any Faculty by Portuguese Students from Hongkong or Macao, of the annual value of $600.00 will be awarded on the results of this Examination.

Copies of past Examination papers including those set in December 1920, can be obtained from the General Office Hongkong University, Price $0.50 per copy.

N. TEESDALE MACKINTOSH,
Registrar.

Hongkong 9th March, 1921.

HONGKONG GYMKHANA CLUB.

The following resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.

"That the Hongkong Gymkhana Club be wound up and that the Hongkong Jockey Club take over all Assets and Liabilities of the Hongkong Gymkhana Club."

A Meeting of Members of the Hongkong Gymkhana Club will be held at the office of the Jockey Club, in Hongkong Club Annexe, at 12.50 p.m. on Friday, March 18th for the purpose of confirming the above resolution.

NOTICE.

The members of the Commissioned and Warrant Officers Club will not hold themselves responsible for any debts contracted by their steward AH MAH.

J. G. BEAL,
Secretary.

WANTED.

WANTED.—Lady General Office ASSISTANT with knowledge of typewriting. State salary required. Apply Box No. 527 c/o "Hongkong Telegraph."

WANTED.—Furnished Room with board for Bachelor, Kowloon side.—Apply Box 525 c/o "Hongkong Telegraph."

EMPLOYMENT.—Expert Lady Stenographer, English, just from Home, desires situation with British Firm, part or whole time. Five years Government Secretarial Experience. Apply Box 523 c/o "Hongkong Telegraph."

WANTED.—Britisher desires one of two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

FOR SALE.

MILNER'S SAFES
APPLY TO
LAMMERT BROS.
Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—3½ Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at
GUN CLUB HILL BARRACKS KOWLOON.
Apply to the undersigned.
LAMMERT BROS.

SATURDAY BANKING HOURS.

By agreement between the Exchange Banks, SATURDAY BANKING HOURS in Hongkong, beginning on Saturday the 5th March, 1921, will be as follows:—

From 9.30 a.m. to 12 Noon only

For all Banking Business.

Hongkong, 1st March, 1921.

NOTICE.

2nd WILTSHIRE REGIMENT "AT HOME."

A Polo Match, JARDINES v. THE WILTSHIRE REGT., will be played at 3 P.M. next SATURDAY, at Causeway Bay, to be followed at 4.30 P.M. by a Skittle Gymkhana; events open to Members of the Hongkong Polo Club.

Lt.-Col. J. R. WYNDHAM and The Officers, 2nd Wiltshire Regt., will be "At Home" on the Ground and will be glad to see their friends if they will accept this invitation in lieu of formal cards.

NOTICE.

POLO MATCH AND SKITTLE GYMKHANA.

Immediately after the Polo Match which is being played on Saturday next, the 12th instant, the following Skittle Gymkhana will be held.

Event No. 1. Polo Ball Race in pairs.
2. Ladies' Nomination Race.
3. Pigsticking.
4. Ladies' Nomination Race.
5. Musical Chairs.
6. Artists' Stakes. (Ladies' Nomination).

Entries are free but confined to Members of the Polo Club only, and will be accepted on the ground during the Polo Match. Intending competitors are requested to hand in their entries as early as possible.

S. E. GRIMSTONE.
Hon. Secretary,
HONGKONG POLO CLUB.

Hongkong, 7th March 1921.

BLUNDELL, SPENCE & CO., LTD.

WHITE ZINC, WHITE LEAD & COLOURED PAINTS & OILS ARE DESERVEDLY FAMOUS.

ANTI-FOULING & ANTI-CORROSIVE SHIPS' PAINTS.

ARE OF PROVED SUPERIORITY

OFFICE:—
QUEEN'S BUILDINGS.
TEL. No. 673.

Represented by THE ANGLO-CHINESE ENGINEERS' ASSOCIATION LTD.
(A.C.E.A.L. REISS & CO.)
REISS BROS. LTD.

SHOW ROOMS:—
Nos. 15 & 16 CONNAUGHT RD., C. I.
TEL. No. 3256.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct)

"STENTOR"	11th Mar.	London, Amsterdam & Antwerp
"KEEMUN"	23rd Mar.	London, Amsterdam & Hamburg
"NINGCHOW"	5th Apr.	London, Amsterdam & Antwerp
"THESEUS"	12th Apr.	London, Rotterdam & Hamburg
"ATREUS"	19th Apr.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"TELAMON"	22nd Mar. Havre & Liverpool
"KT. of the GARTER"	29th Mar. Genoa. M'lles, L'pool & G'gow
"IDOMENEUS"	12th Apr. Havre & Liverpool.
"AJAX"	19th Apr. Genoa, M'lles, L'pool & G'gow

PACIFIC SERVICE
(via Kobe and Yokohama)

"TALTHYBIUS"	16th Mar.	Victoria, Seattle & Vancouver
"TYNDAREUS"	6th Apr.	
"PROTESILAUS"	4th May	

NEW YORK SERVICE
(via Suez or Panama)

"LAERTES"	27th March	via Suez

HOMEWARD PASSENGER SERVICE

"STENTOR"	11th March	for London
"IDOMENEUS"	12th April	for Liverpool
"PYRRHUS"	3rd May	for London.
"ANCHISES"	10th June	for Liverpool
"TEIRESIAS"	7th July	for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE

AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"RIOJUN MARU"

From JAVA

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 22nd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"WAKASA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 14th March, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on **Tuesday & Friday**. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 7th March, 1921.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for "KELVIN MOTORS."
Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works	Tel. K.21.
Manager... ...	" K.329.
Secretary ...	" K369.
Harbour Engineer	" K.28.

Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

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NIPPON YUSEN KAISHA,

Agents.

Hongkong, 7th March, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"HUNGARIA"

From JAPAN & SHANGHAI.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 22nd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

SHIPPING NEWS.

POSITION ON THE CLYDE.

Clyde shipbuilders have 1,300,000 tons of shipping on hand, but a great deal of work is being cancelled because of the high costs. Since the Government sold the last of the 400 vessels placed before the Armistice, home shipowners have withheld from the market, and not a single order has been placed on the Clyde this year. Owners declare that the 300,000 tons of German shipping yet to be handed over are unwanted. Scandinavian orders are now all going to Germany, where they cost one-half of British costs, and repairs to Holland and France.

HOG ISLANDS LAST SHIP.

A recent Philadelphia message says:—Hog Island, once the world's biggest shipyard, to-day sent its last vessel, the army transport Aisne, on a trial run off the Delaware capes, and, with her delivery to the Emergency Fleet Corporation shipbuilding at the big plant will cease. Early next month the American International Shipbuilding Corporation will turn the yard over to the United States Shipping Board. The Aisne is 448 feet long, with a displacement of 13,400 tons. Her contract speed is fifteen knots an hour. Created as a war emergency, Hog Island at the peak of its operations employed more than 36,000 men and women. The first keel was laid at the yard February 12, 1918 and since then 122 vessels of a total of 956,750 dead-weight tons have been turned out. The production record was at its height in the one-year period from April, 1919, to April, 1920, when seventy-nine steel cargo carriers were launched, an average of one ship every twenty-eight working hours.

SEAMEN'S DESERTIONS.

Mr. Edmund Yates, a prominent London correspondent on shipping matters, writes to the *Journal of Commerce*:—The case of Robert Willaims, a fireman, charged with deserting his ship, the Thistlemoor, in Baltimore, is one of recurrent examples of the inducement held out to foreign seamen to desert in the United States. American shippers, perforce, pay higher wages than those obtainable in other countries, and the temptation to desert is correspondingly great. On the arrival of a British ship in an American port, it is not an uncommon case for practically everybody, from able seaman to cabin boy, to "beat it ashore." In one instance out of a crew of 35 hands, a skipper was left with one seaman and three firemen to carry on with, apart from officers and engineers. American substitutes are usually more or less incompetent. They ask and get American rates of pay with a guarantee that they are to be paid off in America, or shipped back as second-class passengers on pay the whole time. With the ethics of the American point of view we have, of course, nothing to do, or to say, but the moral, so far as Great Britain is concerned, is obvious, for when it is known that one shipping company had registered the names in its New York offices of no fewer than 70 seamen, in one day, who, lured by the temptation of higher wages, had deserted, it is obvious that stern steps will have to be taken to scotch a practice which militates so unfairly against British shipping interests. His Majesty's representative at Washington might perhaps do worse than inquire into the matter. It is particularly to be noted that under the Jones Act proceedings cannot be taken in an American port against a British sailor for deserting to a U.S. ship.

ATTENTION LADIES!

OUR FRENCH AGENTS HAVE JUST SENT US A SHIPMENT OF

PERFUMES & TOILET WATERS

OF THE HIGHEST ORDER.

ALL WELL KNOWN BRANDS ARE REPRESENTED.

MAKE YOUR OWN CHOICE.

THE SINCERE COMPANY, LTD.

HOTEL LISTS

Hongkong Hotel.

Corrected to 28th February, 1921.

C. W. Anderson, R. Appel, J. Arnold, Miss Avis, J. T. Bagram, Mr. and Mrs. G. H. M. Bannerman, Mrs. J. Barr, J. E. de Beauchamp, Mr. and Mrs. C. H. Benson, Mrs. E. R. Belilos, Mr. and Mrs. S. Bisney, Dr. J. G. Lyon-Brown, Mr. Mrs. A. A. Bull, G. A. Butz, Capt. J. W. Campbell, Capt. G. Chapman, Mr. and Mrs. E. Cock, N. Croucher, Mrs. Crowlie, W. H. Daub, A. David, D. R. Davies, R. Douglas, Mr. and Mrs. Duchastean, Mr. and Mrs. L. A. Duckworth, Mr. and Mrs. C. M. Ede, Capt. G. W. Eedy, R. C. Elliott, Eng. Capt. S. P. Ferguson, V. S. Ferguson, J. S. Gardiner, Mr. and Mrs. L. A. Goldsmith, T. B. Gompertz, Mrs. C. Lacy Goodrich, J. G. Grant, W. E. Hale, W. G. Hall, Capt. T. P. Hall, C. Hammond, Mr. and Mrs. W. A. Hannibal, Miss Harding, G. Harper, J. Scott-Harston, B. B. Haslett, Mr. and Mrs. P. E. Haslett, A. J. Hilbert, Mr and Mrs. T. W. Hindmarsh, Capt. A. W. Howard, F. L. Hough, Mrs. M. Hussey, Mr. and Mrs. A. de Jacobs, Dr. E. A. Jay, E. M. Joseph, R. Julian, Mr. and Mrs. N. B. Karanjia, Mrs. W. E. Kent, Miss Kent, Mr. and Mrs. R. Kowley, Mr. and Mrs. H. A. Lammert, Dr. M. C. Lasher, Mr. and Mrs. C. Lauritsen, Miss H. Lillie, Mrs. M. A. Lissak, Miss C. J. Lowson, G. Ludin, N. Macleod, P. Marks, F. B. Marshall, Mr. and Mrs. J. Martin, Capt. A. McEachran, N. McIntyre, D. McMurray, Mrs F. Mooney, H. M. Morgans, R. C. Morton, J. R. Murray, Mr. and Mrs. W. P. Neeson, Miss M. Packard, Miss V. Packard, Mr. and Mrs. J. N. Parker, Miss D. E. Pepperell, Mrs. G. Perringar, S. S. Perry, V. C. Ponsonby, Miss E. Proper, E. H. Ray, G. O. Richardson, W. R. Ricketts, F. L. Robbins, G. J. Rudolph, H. W. Sassoon, Mr. and Mrs. E. Shellim child & nurse, Capt. Sigveland, Mrs. J. Sinclair, C. Y. Smits, Mrs. W. Sprod, Miss D. Sprod, L. H. Stewart, Sir Eric and Lady Stuart-Taylor, Mr. and Mrs. W. Swire and maid, Misses (2) Swire, Mr. and Mrs. O P. Templeton, Miss V. Temple, Miss D. Tilling, Mrs. L. H. Treadway, Mrs. E. Treadway, F. Wale, Mrs. C. W. Warfield, Mr. and Mrs. R. J. Weir, Dr. J. D. White, Mrs. E. M. Williams, Mr. and Mrs. P. P.J. Wodehouse

Repulse Bay Hotel.

Corrected to 28th February, 1921.

G. Butz, Miss Butz and maid, Mr. and Mrs. V. Clair, Mr. and Mrs. T. F. Cobbs, Mr. and Mrs. A. H. Compton, Miss Hillier, Mrs. E. C. Pearce, Mr. and Mrs. G. J. Robinson

Peak Hotel.

Corrected to 1st March, 1921.

Mr. and Mrs. H. W. Allen, Major and Mrs. J. R. Lloyd, Mr. and Mrs. A. E. Ashton, J. D. Lloyd, Surgeon Comdr. & Mrs. Aveling, R. S. Logan, Mr. and Mrs. T. N. MacReynolds, Mr. H. W. Bird, Mr. and Mrs R. E. O. Bird, C. P. Marcel, Mr. and Mrs. D. K. Blair, Mr. and Mrs J. R. Marsh, Mr. F. Bouliol, Mrs. Mathiasen, M. J. Breen, H. L. Mecklenburgh, I. G. Bridger, Lt. Comdr. and Mrs. M. Miller, H. B. Bridger, Mr. and Mrs. E. W.H. Carpenter, Mr. and Mrs. J. F. Miller, G. F. Caville, Capt. and Mrs. H. S. Mills, Mr. and Mrs. J. W. Church, Mr. and Mrs. E. G. Morgan, Mr. and Mrs. Cockburn, Mr. and Mrs. R. C. Comrie, Mr. A. C. Newcomb, C. F. Cooper, Col. L. A. Nicholson C.M.G., Miss M. Cooper, Capt. and Mrs. Olliver, Mrs. Cormack, Capt. and Mrs. G. Ospring, R. Crowley, A. H. Penn, D. F. Cuthill, Mr. and Mrs. T. L. Perkins, J. D. Danby, E. Ralphs, Mr. N.AB. Davies, Mr. and Mrs. W. E. Roberts, Eng. Comdr. W. Dawson, J. S. Robinson, Mr. and Mrs. F. J. Dickie, H. W. Roger, Lt. Comdr. & Mrs. Drew, Maj. and Mrs. Sanders, D. D. Dryden, C. E. Sandstrom, Mr. & Mrs. John Duncan, R. P. Shaw, N. S. Ellis, Hon. Mr. E. H. Sharp, C. Farmer, A. Findlay Smith, A. V. Farmer, H. Spicer, J. Farmer, Misses Stitt, Rev. W. T. and Mrs. Featherstone, Mrs. and Miss Stubbings, Miss Gibson, J. F. Swindells, Mr. and Mrs. H. L. Grout, Mr. and Mrs S. J. Syrett, D. Hall, Mrs. L. Hansen, Mr. and Mrs. Thompson, Maj. Harding, Mr. and Mrs. R. M. Henderson, Mr. and Mrs. Quarles Van Ufford, A. H. Hollingsworth, Mr. and Mrs. A. D. Humphreys, Mr. J. G. Vaux, R. G. S. Kay, Mr. and Mrs. Veness, Mr. and Mrs. W. B. Kennett, Mr. and Mrs G. H. Wakeman, Mr. and Mrs Koukolevsky, R. A. Walter, Miss Koukolevsky, H. H. Webster, J. H. Kring, Mr and Mrs Marshall Wood, H. P. Lamarche, Mr. and Mrs. Langridge

Station Hotel.

Corrected to 28th February, 1921.

Miss E. Best, S. S. Begg, Mr. and Mrs. C. W. M. Bion and child, Mr. and Mrs. C. Brooks, Mrs. J. Stewart Brown, C. H. Cole, Mr. and Mrs. J. R. Capell, Miss Capell, Master Capell, Capt. and Mrs. J. L. G. Carter, T. Dawson, A. v. D. Dekker, R. Dijkstra, C. J. Endert, A. Harper, Mr. and Mrs. M. A. Harrington, J. P. Haverkamp, Mr. and Mrs. J. Hyde and two children, P. J. de Kant, L. P. Krause, Mr. and Mrs. J. Macdonald, Mr. and Mrs. Wm Macfarlane, C. N. de Man, Mrs. B. McCallum, Mrs. T.B. Mudie, P. Nelson, Mr. and Mrs G. Pilger, Mr. J. Porter, A. N. Reid, G. Ringnalda, Capt. & Mrs. H.F. Robinson & child, Mr. and Mrs D. W. Salter & children, Mrs. E. Savourch, Mr. and Mrs. J. S. Smith, Wm. Thom, Mrs. L. Turner, Mr. and Mrs. J. S. Withell

Carlton Hotel.

Corrected to 23rd February, 1921.

Mrs. O. Acock, Mr. and Mrs. D. Amesz, Miss Amesz, F. Arnold, F. J. Blyth, Mrs. H.T. Bodges, Master Bodges, Mrs. E.E. Cameron, F. D. Carr, S. Charsen, L. R. de. Chesro, C. Chrispoffersen, Mr. and Mrs. D. M. Cohn, Mrs. F.M. Collins, Geo. Cormack, C. Cylijino, G. A. Dek, Miss R. A. Dodd, Miss C.S. Everett, G. Faravel, Mrs C. Fletchers, Mrs M. Goff, Capt. Gumley, Capt. T. M. Haglooregg, J. H. Halvorsen, C. Hanno, Miss E. Hogend, Mr. and Mrs. G. W. P. Hunt, Miss Hunt, Mr. and Mrs. B. E. Johannes, G. H. B. Jones, Mr. and Mrs. J. H. Jory, Miss Jory, S. Kristiansend, G. E. Marr, J. Marshell, Miss McPherson, Mrs. G. E. Min, W. L. Peebler, Mr. and Mrs. T. C. Ramsey, Mr. and Mrs. Remadios, Mr. and Mrs. W. E. V. Ryubern, Mr. and Mrs. F. L. Schwarttz, Mr. and Mrs. F. M. Selby, Miss Shilling, J. R. Sinner, F. Sloot, J. G. Smart, R. Soler, J. Stuke, J. Syrrinton, Miss J. G. L. Taylor, L. J. Taylor, Miss R. Toretsky, Capt. L. Thorsen, O. F. Ulstad, Mr. and Mrs. R. J. Vilim, Mr. and Mrs. G. E. Whitman

St. George's House.

Corrected to 3rd March, 1921.

Major Bagual, Mrs. Bagual and child, Mr. D. H. Banner, Mrs. A.K. Beale, Miss L. Beale, Mr. and Mrs. Bean, J. Berentson, B. O. Blaker, Mr. Benton C. Byrd, Mr. and Mrs. C. H. Craig, Mrs. G. Crookshank, H. H. Day, H. F. Farthing, Mr. and Mrs. D. S. F. Gming, Mrs. A. B. Greig and child, Comdr. A. B. Greig, R.N., C. J. B. Helstrom, Surg. Comdr L.C. Hunt R.N., Mrs. L. C. Hunt, P. A. Hutton, H. J. Lamb, Mr. and Mrs. Lossius, H. C. Lowick, H. M. Madden, Mr. McHugh, W. McKenzie, Mr. and Mrs. Hugh S. Miller, Mr. Alex Mitchell, Mr. Thomas Mitchell, Mr. and Mrs. E. Ferguson Nicoll, T. G. Paterson, W. H. Petley, Miss Potter, J. Storm, J. R. Summers, A. L. Terry, Mr. and Mrs. J. Watt, Mr. John Watts

Palace Hotel.

Corrected to 1st March, 1921.

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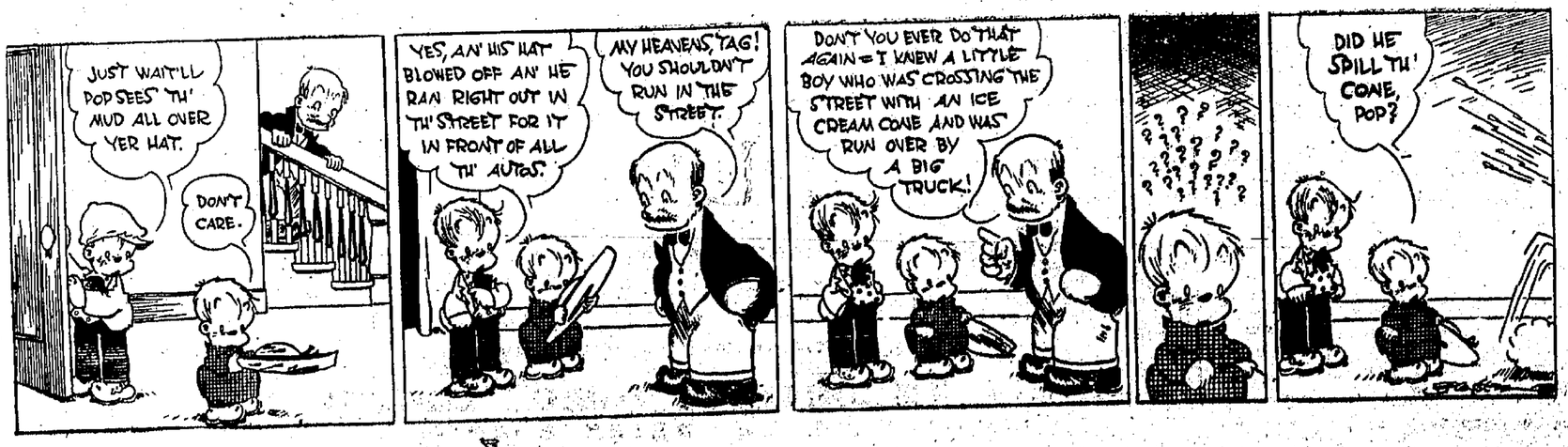
FRECKLES AND HIS FRIENDS — That's What Bothers Tag — BY BLOSSER.



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Drink deep, or touch not the Pyerian Spring.
There, shallow draughts intoxicate the brain,
and drinking deeply sobers us again."

POPE.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 9, 1921.

THE DECISION.

Events have moved apace in the last forty-eight hours after the reparations question had dragged itself along over the length period since the Armistice, or, at any rate, since the Treaty of Versailles. The discussion over the German counter-proposals having broken down, instructions were telegraphed yesterday directing military movements to begin, and the new Customs regime in the occupied territories will come into operation to-morrow. It will be recollected that after Dr. von Simons had presented "ludicrously inadequate" counter-proposals last week, the Premier outlined an ultimatum, of which the steps just mentioned are an earnest. The movement of troops is presumably for the occupation of certain towns on the right bank of the Rhine, while the new Customs regime will collect, on behalf of the Reparations Commissions, the duties to be levied both on imports and exports crossing the boundary of the Rhine. Further, nationals of the Allies will pay a certain proportion of their accounts in respect of German goods to their respective Governments.

The proceedings at the London Conference closed with a characteristic protest from Dr. von Simons at the Allies' refusal to grant a further postponement for communication with Berlin. As it may seem that in such a momentous matter the Allies might reasonably have waited another week, it is well that the circumstances be kept in mind. Germany, with ample notice of the Paris decisions, comes to the Conference with an offer which practically all the parties on the other side agreed was totally inadequate, amounting as it did to less than one-seventh of the payments fixed at Paris, and to but a third, if that, of the amounts which Britain and France are each disbursing in war pensions alone. On these counter-proposals being rejected, Dr. von Simons states that he will communicate further with Berlin with a view to submitting fresh proposals that will obviate the need for any coercive measures. The new proposals prove to be, if anything, still more unsatisfactory, for, while Germany agrees to pay the first five years' annuities (if the Allies provide the money by way of loan), the remainder of the reparations, representing the bulk, are left unfixed. The proposition was to be conditional, too, upon the plebiscite respecting the future of Upper Silesia being determined in Germany's favour. More than this, Dr. von Simons' assertion that history alone is able to decide responsibility for the World War carried the implication, as the Premier pointed out, of an appeal from the Treaty of Versailles, with the possible repudiation of liability by Germany after the five years. The Allies evidently acted upon the conclusion that Germany was again attempting evasion, and that to prolong the discussion under these circumstances would be paltering with the situation.

It is a thousand pities that a settlement has had to be thrown back into the melting-pot, but the course of events convinced the Allied statesmen that words must give place to deeds if Berlin is to make anything in the nature of adequate reparation. The supplies in kind that Germany has handed over in the shape of shipping, motor-lorries, and chemicals make a big showing, and would have been accepted as an earnest of Germany's good intentions had a reasonable attitude been evinced in relation to the Paris conclusions. As it is, the reparations in kind do not go far towards recouping the huge losses sustained by those who upheld the standard of liberty. A further token of Germany's disingenuousness presents itself in respect of taxation, which Dr. von Simons implied was being imposed on a maximum scale. The huge engineering enterprise controlled by Hugo Stinnes, the "uncrowned king of Germany," which has absorbed the famous electrical firm of Siemens and Halske as well as other concerns, made profits between 1918 and last year of over 140,000,000 marks, less amortization charges, and has only been taxed to the extent of some 17,500,000 marks. Compare this with the income-tax plus E.P.D. levied upon enterprise at Home. The position is well summed up in a statement of Mr. Lloyd George when announcing the rejection of the counter-proposals manoeuvre. "Until we get from Germany proposals that mean a definite and unchallenged settlement," said the Premier, "there cannot be peace between us."

NOTES & COMMENTS.

Well Done, the Navy!

The terrible disaster to the steamer Hong Moh, resulting in the loss of hundreds of lives, is brightened by the splendid rescue work done by the men of the British Navy. By it, the traditions of our naval service are worthily upheld. In the face of great difficulties and considerable risk, the Carlisle and the Foxglove did magnificent work, the former succeeding in saving over two hundred lives. No-one can have read the story we gave yesterday of the unceasing labours of the men of the Carlisle without feeling proud of our bluejackets. All that was humanly possible was done, and those who owe their lives to the rescue party will for ever hold the men of our Navy in high estimation. And what a fine example Captain Evans, the Antarctic hero, set his men! According to the information given us, he worked untiringly for six hours, jumping into the rough seas with life-line and being instrumental in the saving of at least a hundred of those rescued. That is characteristic of the man who has faced the trials and hardships of the polar regions and who displayed great courage and daring in the war. He it was who succeeded to the command of the British Antarctic Expedition after the death of Captain Scott and who commanded the Broke in her famous engagement with German destroyers, sinking two and torpedoing a third. But, magnificent as his past record has been, nothing that he has ever done deserves greater praise than this risking of his own life to save poor, struggling Chinese coolies threatened with a watery grave.

Teacher and Child.

We've heard quite a lot in Hongkong within the recent past about underpaid school teachers. It's an age-worn topic, as the following words from one Roger Ascham will show:—

> "It is a pity that commonly more care is had, and that among very wise men, to find out rather a cunning man for their horse than a cunning man to teach their children. They say nay a word, but they do so in deed. For in the one they will gladly give a stipend of 200 crowns by the year and are loath to offer the other 200 shillings."

Now, Roger Ascham wasn't an educator lecturing before teachers' institutes and demanding better wages and better training for teachers. Nor was he a headmaster calling on the Education Department to wake up. He lived more than 300 years ago, and the quoted words are from a treatise of his on the schoolmaster which he addressed to the people of his time concerning the low value placed upon the services of teachers. But his words have a familiar ring. One can hear their like any day in any group of modern underpaid teachers. Civilisation has advanced a long way since Roger Ascham's day, but relatively speaking, its appraisal of a teacher's worth is no higher than that which prevailed in 1565, when Ascham wrote as he did. Whilst educational systems have been attempting to shape all minds more or less in the same mould, horse-trainers have for many years studied the development of the good points of the individual horse. In latter years, school systems have begun to concern themselves with the individual child rather than the child in the mass. But it's only a beginning that has been made.

Bye-Elections.

We suppose that the Labourites will be doing a little crowing over their recent bye-election victories. At Dudley, where Sir Arthur Griffith Boscawon had sat as Unionist for many years he was defeated (on seeking re-election because of his appointment to the Cabinet) in a straight fight with the Labour nominee by the narrow margin of 276 votes. At the last General Election, Sir Arthur polled over 3,000 votes more than his Labour opponent, so the turnover is considerable. The Labour gain at Peninstone is not nearly so striking, the successful candidate getting in by a small majority over the heads of two rival Liberals. Formerly the seat was held by the Liberals. The Peninstone result demonstrates the anomalies of our electoral system. The Labourite got in with a total of 8,560 votes. The other two candidates polled an aggregate of over 15,000. So the 8,000 have a representative of their own political views in Parliament, whereas the 15,000 have none!

DAY BY DAY.

DON'T WAIT UNTIL IT BEGINS TO SPRINKLE BEFORE STARTING TO LAY IN SOMETHING FOR A RAINY DAY.

***

There were six cases of cerebro-spinal fever notified yesterday, two being fatal. All were Chinese.

***

Members of the Hongkong St. George's Society are reminded of the annual general meeting of the Society to be held in the City Hall at 5.30 p.m. on that date.

***

A fire destroyed a straw shed at Ngau Shi Wan yesterday. The Police were successful in their efforts to prevent the outbreak from being communicated to neighbouring matsheds.

***

The second annual Diocesan Conference of the Diocese of Victoria, Hongkong, was held yesterday, the Bishop (Dr. Duppuy) presiding. No invitation to be present was extended to the Press.

***

General Tang Chi-yao of Yunnan arrived in Hongkong this morning and was welcomed by a large gathering at Blake Pier, including representatives of the Canton Military Government. A warship has come down from Canton to escort him thither.

***

A collision took place between the steam launch Tung Yick and a sampan in Hunghom Bay yesterday. The impact caused the smaller vessel to collapse, with the result that its crew of six were thrown into the water. They were rescued by the fokis of the launch.

***

We are asked to announce that Mr. R. K. Simpson of the University will read a paper on "Contemporary Literature" to the Reading Circle at the Helena May Institute at 10.30 a.m. on Thursday next, the 10th of March. All members of the Institute are cordially invited.

***

A debate on "Does the Church still retain her interest for the People?" is to take place at St. Andrew's Church Hall at 8.45 o'clock to-night. It is being held under the auspices of the St. Andrew's Church Men's Association. The affirmative will be taken by the Rev. G R. Lindsay and the negative by Mr. B. Wylie.

***

Whilst turning the corner of Jervois Street and Des Voeux Road yesterday, the ricksha in which Mrs. de Souza was riding accidentally turned over on its side and the lady was thrown on the road. She fell on her face, and became unconscious from the injuries she sustained. An ambulance having been procured, Mrs. de Souza was taken to the French Hospital. Reports this morning state that she had recovered from her injuries, which were not serious.

HONGKONG BOY SCOUTS.

Helping the Movement.

The following gentlemen have very generously given or promised contributions to the Hongkong Boy Scouts' Association:—

Sir Paul Chater	$500
Sir Robert Ho Tung	500
Mr Ho Fook	500
Mr Kwok Shiu Lau	500
Mr Lau Chu Pak	500
Mr Ho Kom Tong	500
Mr Li Wing Kong	250
Sir Ellis Kadoorie	220
Mr H. M. H. Nemazee	200
Mr Chin Kung Yue	100
	$3,770

Mr Ho Kom Tong has in addition given further proof of his interest in the Scout Movement by undertaking to equip the Scouts of Sai Ying Pun School.

Mr Lau Chu Pak has also very kindly undertaken to assist in collecting further funds for the Association.

Col. Bowen, the Commissioner, being furnished with the sinews of war hopes to make the Scouts Association an efficient and useful section of the community.

Any gentlemen desiring to assist should communicate with Mr Lau Chu Pak or the Hon. Treasurer.

CENOTAPH FOR LEEDS.

Leeds war memorial is to take the form of a cenotaph, with appropriate statuary, to cost £5,000.

AVIATION NOTES.

(By "Meteorite".)

On the 1st instant, as reported by Reuter, there came up for debate in the House of Commons, the Air Estimates which Mr. Winston Churchill, in his capacity of Air Minister, had prepared in accordance with his policy of developing the aviation industry from the sense of the indispensability which it makes for in matters relating to the defence of the Empire. As was usual on such occasions, when the public has to know that the proposed budget is well-spent, a great deal of criticism was directed at the Minister, not so much in regard to his policy, which is open enough to question, as to his capacity for discharging the duties of one in whom experience of such matters is a prime necessity. On the shuffling of Government offices without any regard to the qualifications of the holders, General Seely, *inter alia*, directed a shaft barbed with a catchy phrase, whose weight will be more than momentarily felt in the appropriateness with which it fits the case. General Seely described Mr. Churchill's dual offices as Secretary for the Colonies and Air Minister as "comic and likely to become tragic." The point becomes clearer when a little trouble is taken to investigate the policy which the Air Minister professes to follow. His statement, in reply to questions by various members, offered a deprecation of the chances of aviation becoming a successful business venture at Home, in view of the changeful weather conditions and the very efficient railway and steamer services which offer little necessity for aerial transport. But on the necessity it brings to us of maintaining an adequate and efficient service for the defence of the Empire, he brought forward enough information to suggest that the question is one for immediate attention. Indications are only too obvious without this reminder, and, such being the case, one fails to understand why a segregation of offices such as that existing between the Air Ministry and the War Office should have been necessary, for, assuming the point of view expressed by Mr. Churchill, the problem of aviation, when deprived of its civil issue, boils down to one of military significance only, and in that sense, should be more efficiently dealt with by an experienced war department than when it is confided to one whose only experience in such matters is derived from an acquaintance with the munitions factory.

* * *

The problem of aviation transport at Home has been sufficiently dealt with in this column to convey the knowledge that under such atmospheric and economic conditions as those obtaining at Home there is little demand for it except where advantages are offered of a quick service across the seas with the Continent. In so far as the question is wholly concerned in this issue, Mr. Churchill may be right, when he advocated the concentration of money and industry to the provision of military machines only, but his arguments are far from being conclusive when it is considered that at this stage of the development of the civil aviation industry, any withdrawal of support or parsimonious restraint in the allocation of subsidies may mean the deprivation of so much assistance in improvements to the aeroplane—improvements which could be no less useful for military purposes than for civil operations. The aims of these two services are naturally directed at a continuous improvement of the aeroplane which is by no means perfect in its present stage, and its peculiar feature is such that no divergence of type could ensue in the construction and improvement of these two classes of machines, but that such changes could not be freely drawn upon for the mutual benefit of both.

* * *

To secure air supremacy it is necessary to keep the aviation industry going, for the sake of the reserve of aeroplanes which could be drawn from civil operations to reinforce the military arm in times of need. Mr. Churchill appears to be of a different line of thinking, as he places a complete trust in the Government manufacture of aeroplanes for its war purposes. That policy could be believed to possess sincerity were it not for the fact that a reservation was made in the estimates for the support of the Cross Channel service, which is, essentially a civil enterprise. Such a decision is comical as General Seely describes it, and may be accounted for in the allegation that the retention of the Cross Channel service was made with the view to furnishing an excuse for the continued existence of the Air Ministry as a separate organisation distinct from the War Office. At this period of aviation, the best that an Air Ministry could do is to lend its financial and moral support to civil aviation; and when a suspension of these functions, is effected there can be no further grounds for its continued existence, as for all practical purposes the duties which Mr. Churchill has taken upon himself of providing an air fleet for national defence could very well be discharged by the War Office. As it appears at present is, the ridiculous position is reached of an Air Ministry existing solely for the sake of the Cross Channel Service, which is but an insignificant service in comparison with the transcontinental routes that are being planned by civil aviation companies in expectation of better times and better support from the Government.

AFTER SEVEN YEARS.

An Elopment Recalled.

An offence alleged to have been committed seven years ago in China had its sequel at the Magistracy this morning when a Fukienese, and a woman with whom he is alleged to have committed the offence, were charged by the husband and the son of the latter.

Seven years ago, Chan King, the complainant, kept a small shop at Amoy, and whilst absent from the town on some business connected with his shop, his friend, So Kwan, eloped with his wife, taking with him their twelve-year-old son, who had been left by his father to look after the shop. It was not known then to where the guilty parties had eloped, but a patient search kept during the seven years that intervened, at last rewarded his efforts. On the advice of a number of friends, he wrote to the Fukienese Society in Hongkong, and his enquiries secured the information that the fugitives were living in Hongkong. A few weeks back he came to Hongkong and discovered So Kwan and the woman living as man and wife. Representations were made to the Secretary for Chinese Affairs, and the case was referred to the Court for trial.

The defence offered by So Kwan was that he did not know that the complainant and the woman were married.

Mr. Lindsell, who heard the charge, observed that if it could be proved by the prosecution that the defendants had been living together for any length of time in the Colony, then the case would be justified in being tried by a Hongkong Court.

Inspector Murphy said that it could be proved. The charge of harbouring which was also preferred against the male defendant would be only an alternative count.

The case was remanded.

BANVARD COMPANY.

Another Success Last Night

The hall-mark of "Banvard" on a touring theatrical company is a guarantee of quality. Mr. Banvard has brought out a number of companies to the East and each time has scored great success. It was somewhat in the nature of a surprise to find that Mr. Banvard should this time have gone to London to collect his company, instead of the States, but the decision has been more than justified. He has got together a most versatile troupe, reflecting his knowledge of the needs of the theatre-going public in the East.

Last night, when "Plums for the Picking" was repeated, there was a full house down below, and the Circle was well filled. The programme was a delightful one with its pretty songs and danced. The speciality dance by Miss Winnie Goodwin and Mr. Adrian Ross was a refreshing revelation of the abilities of these two artists. Encores were loud and insistent, and the Company is almost certain to attract full houses during its season in Hongkong, which extends throughout this and next week. The repertoire of the Banvard Company is an extensive one, and no play is billed for more than two nights.

To-night the Company will produce "Girls and Giggles."

TO-DAY'S MISCELLANY.

The statute recently passed in France by virtue of which no two ships sailing the French flag may bear the same name recalls a curious instance of difficulties arising from the absence of any such provision in this country, states a writer in a Home Journal. The subject-matter of a sale arranged between two merchants in 1864 was the cargo to arrive from Bombay on board the ship Peerless. Unfortunately, in addition to the ship of that name sailing from Bombay in October and contemplated by the buyer, another vessel bearing the same name was to leave the same port in December, and it was this latter that the seller had in mind. Both cargoes consisted of cotton, but of different qualities and quantities. A deadlock resulted, necessitating a reference to the law courts, when it was held that the contract was void ab initio, the minds of the parties never really having met, or, as the lawyer would say, there being at no time consensus in idem. It is interesting to note that at the present time no change of name of any British ship can be effected without the sanction of the Board of Trade, and the new name, when sanctioned, must be recorded in the register in which all ships, except coasters and river-boats of small size, must be registered on completion, and the change must appear on the bows and stern.

* * *

The legal principle involved in the decision quoted—that a contract may be vitiated by the presence in the minds of the contracting parties of error as to the subject of the contract—can claim considerable antiquity. It was clearly recognised by the Roman jurists. Thus Ulpian lays it down that "if I supposed I was buying the Cornelian estate while you meant to sell me the Sempronian, the sale is a nullity, because we are not at one as to the subject matter. It is just the same if I believed I was buying Stichus and you intended to sell me Pamphilus, the slave not being present; we have different individuals in view, and so the sale is plainly void." He goes on, however, to explain that "if we are agreed upon the subject-matter and differ only about its name there is no doubt of the validity of the transaction, for a mistake about the name is immaterial if the identity is not in dispute."

* * *

What bids fair to be most important factor in the re-birth of China is the sanction which the Government has given to the new national phonetic system which banishes for ever the terrors of the Chinese alphabet, remarks a writer in a Home journal. Under the old system the student had to commit to memory no less than eleven hundred characters merely to get a "working basis" for writing. There are altogether thirty thousand characters, and each character represents a word, and each according to its position may be a noun, verb, adjective, or adverb. Now, however, the language has been reduced to thirty-nine fundamental sounds, each with its symbol. It is no longer a life-study to learn to write correctly, for an intelligent Chinaman can learn to write his language by the new system in a few days, while quite simple and unlettered folk can master it within three to four weeks.

* * *

The news that an aeroplane recently flew from London to Paris with two prize Berkshire porkers on board should render the expression "when pigs fly" a back number. Despite the development of aeronautics we still hear people saying, "I could no more do it than fly," a declaration which means nothing nowadays. Many of our common phrases, in fact, need bringing up-to-date. "Blushing like a girl" and "timorous as a maiden," for example, might have hit off the speaker's meaning in days gone by, but they hardly conform to modern feminine characteristics. "As happy as a king" is a phrase discredited by the recent misfortunes of European monarchs. To talk of a "swelled head" used to call a person conceited, whereas a medical man has only lately shown that a larger size in hats means increased mental capacity. Making a bare living was at one time called earning one's bread and butter, whereas the man who can afford the latter commodity nowadays must be well off. "To go like steam," evidently coined in the days when steam was our greatest power, is another phrase which falls short.

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YEE SANG FAT CO.

TELEPHONE 1355.

SHIPPING OUTLOOK.

Moller & Co. and the Arbitration Award.

In view of a report being current that Messrs. Moller and Co. were desirous of not observing the recent Arbitration terms we to-day took the opportunity of calling upon Mr. H. W. Lucas, the local Manager of the Company, to ascertain the position.

Mr. Lucas stated:—"When the Arbitration award was given, freight rates were ever so much higher, but now they have dropped very low. They have never been lower. They are lower to-day than they were before the War. Not only are freight rates lower, but bunker coal is higher, port bills are higher as well. By port bills I mean officers' and engineers' pay. It is like this. Before the War, these men were getting fair rates of wages. Freights were higher then than they are to-day and bunker coal was cheaper by twenty-five per cent. It stands to reason, therefore, that owners cannot keep their ships running when they are getting lower freights from their vessels, and have to pay more for bunker coal and the high rates of wages ruling under the Arbitration. It is in view of this that we have had to lay up two of our steamers, the Lindsay Moller and the Nancy Moller. The Lindsay Moller is laid up in Hongkong and the Nancy Moller at Shanghai. There is so much Japanese tonnage offering at rates lower than European owners can afford to run their vessels. Japanese owners are not confronted with the high port bills that European owners have to pay. Japanese officers and engineers are naturally not members of the China Coast Officers' Guild nor of the Marine Engineers' Guild. It is principally owing to the Japanese and Norwegian competition that we have had to lay up two of our ships, as there was not sufficient inducement to send them to sea. Suppose you get a time-charter for a vessel at $4 a ton, or $8,000 a month for a vessel of 2,000 tons. By the time you have paid your port bills, insurance and stores, you will find that you are running your ship at a loss. It leaves you no margin for depreciation or interest on capital. With freight rates so bad and conditions so rotten in the shipping trade, it stands to reason that the Arbitration award cannot stand. Running ships at present means running them at a loss."

"Are you asking for a revision of the present rates of pay?"

"I think Messrs. Moller and Co. are prepared to pay the men a fair living wage."

"You do not, I presume, consider the present rates of pay fair?" enquired the interviewer.

"They are certainly not fair," replied Mr. Lucas. He continued:—"They are absurd. If a company was making pots of money it would not mind paying the present scale of wages, but if it is losing money you cannot expect it to pay on this scale."

"Are you the only 'outside' owner complaining?"

"I do not know what the other 'outside' owners are going to do. I expect that the Shipowners' Association will have a meeting very shortly, and it is quite possible they will come to an arrangement as to what should be done. It is impossible to carry on as at present. It means either losing money or laying up ships."

JAPAN'S FOREIGN RELATIONS.

The Position Regarding Siberia.

Addressing the Budget Committee of the House of Peers the Minister of the Navy stated that the present naval building programme would be completed in 1927. A large proportion of the vessels would be built in private yards, dispite the fact that construction in the Government yards was 15 per cent, cheaper. Count Uchida, the Foreign Minister stated that the disturbed conditions in the territory contiguous to Korea would make it impossible for the Japanese to evacute Siberia in the near future. The prevention of trouble from Korean malcontents, and also the protection of Japanese interests, would necessitate the continued occupation of Vladivostok. The Minister added that the foreign recognition of the Chita Government would seriously affect Japan, but such action was not contemplated at present.

Subsequently the Anglo-Japanese alliance was discussed.

DAIRY FARM NEWS.

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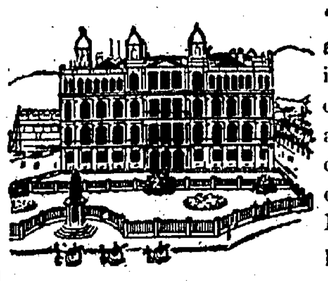

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ALEXANDRA BUILDINGS, HONGKONG.

UNCROWNED KING OF THE WORLD.

Harding, William Not Warren.

Power to drive a king from his throne and a sparse shock of straw-and-gray hair that hasn't been trimmed in five weeks.

Power to ruin a million farmers or bankrupt a million merchants, and a cheap broadcloth coat that puckers at the seams, writes Mr. R. Simouton.

William P.G. Harding, governor-general of the United States Federal Reserve Board, has greater power than any ruler of the earth. Nero could "off with their heads" to a hundred Christians with a wave of his hand. He ate his food from golden plates and his roast suckling pigs had diamonds in their eyes.

Harding can say three words and around the world and into the farthest country panic could follow. Thousands to Nero's hundreds might die. Harding has no diamond crested suckling pigs and I think his scarf pin is agate.

As governor-general of the super-bank of the world, Harding is perhaps the world's greater individidual power to-day. America is the world's banker. Her banks are financing the nations of the earth. Harding and his advisers control the fate of American banks and hence the fate of every nation dependent upon them.

Ancient rulers waved a jeweled sceptre and perhaps a massacre followed. Harding lifts his voice to say, "raise the re-discount rates," and every man and woman and child on earth is affected.

For example, cotton is an essential of civilzation. The United States is a heavy cotton producer. Cotton growers to-day have millions of bales unsold in their warehouses. They must sell the cotton or go broke. The cotton market is low. If they sell now they must take a little profit and every cotton buyer will buy cotton cheaper. If they hold their cotton every buyer must buy dearly.

They wish to hold. They go to their banks and they ask the bankers to loan them money on their cotton until the market rises and they sell. The banks haven't enough money. They can loan the money if the federal reserve bank will buy the notes from them. If the federal reserve bank refuses to buy, or "raises the re-discount rate," the bank can't loan, the cotton the growers can't hold and cotton goes cheaper.

"The federal reserve bank doesn't care whether prices rise or fall," Harding told me, "it simply cares to keep its reserve within the legal limit. However, if we loaned money to the cotton people we'd have to loan the wheat people and the barley people and soon we'd have four or five billion dollars loaned. So we won't help any agricultural industry which holds its products for price raises. We will help them move crops to the market and that's all."

What does this uncrowned king of the world look like?

He looks like a banker and he is a banker. His spectacles are rimmed with light celluloid and are hooked to his ears. His face is lined deep about the mouth. He has a slight stoop yet an easy, cautious sort of walk and carriage. I don't think he much cares whether he wears socks that match his tie, though I think mostly they do, because black appears his favourite tone.

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CRITICISMS OF LORD HAWKE.

Players who Write.

Outspoken comments on the present M.C.C. tour in Australia were made by Lord Hawke at the annual meeting of the Yorkshire County Cricket Club.

Umpiring in England last season, he said, was anything but good. He quoted an official of 25 years standing, who said he "had never seen so many bad decisions given in first-class cricket in one season."

It gave the impression, said Lord Hawke, that umpires could not always have carried out that principle of the game that the batsman should have the benefit of the doubt.

This was a grave matter, which must be considered carefully. If there was incompetency in first-class umpiring, it must be remedied at once.

CRICKETER-WRITERS.

But, he said, the umpire's decision was final. It was a grave matter when first-class cricketers lingered at the wicket, or publicly showed dissatisfaction at an irrevocable decision.

This was not sporting, it was not cricket, and not good for the spirit of the game.

He attached much value to the written tuition of experienced players on cricket, but no man was capable of writing in an unbiassed way about a match in which he played.

"I hope that when the side is chosen for England next summer, it will be made a condition that neither amateur nor professional shall write an article on the match for which he has the honour to be selected," said the speaker.

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HER PAGE

NEW SPRING MATERIALS.

Butterflies, berries, cactus flowers, thistles, spiderwebs, and even fairies, will beautify the spring dress silks this year. And none of these big, sprawly designs follow the familiar conventional lines—all original, even startling, and in a splendour of colours.

The steady trend toward brighter colours for women of all ages is shown in exquisite colour schemes and beautiful lines.

Modes of The Moment.

The vogue for panels will be renewed in the spring. The idea is to break the uniform effect as much as possible so that the new gowns for day or evening have panels of different lengths all round and treated in different ways. A skirt may now have as many as six panels. On a restaurant gown of copper-coloured crepe de Chine, the front and back panels were of charmeuse, and started, as most panels of the new gowns start, a little below the waist. On either side they were of crepe de Chine, covered again with panels of net in the same colour worked in copper and gold foil. The full evening dresses have often long-pointed panels on either side, at the point of which is a huge velvet or tissue flower, such as a rose or dahlia, while on the tulle gowns the panels are often in three soft tones, or in shades of one colour, a good effect being gained by a nasturtium-coloured gown treated in this manner, as well as one in sweet pea tints. Or the panel may be caught to the gown at the base, where it is turned under the hem of the skirt, falling a little below it.

A regiment of stockinette frocks is being prepared for the spring, and they are as varied as our millinery. There will be pale pigeon and dove-coloured stockinette gowns with bright sashes, and Russian blouse coats with skirts to match, the coats having belts or girdles. Plush already takes the place of fur on some of the new coats, and as spring advances it will be more frequent.

Plush is worn in many ways. There are, for instance, tea gowns of ivory plush which are perfectly plain, with long wing sleeves of ninon and diamante and jet girdles, and with a cluster of black velvet flowers for additional decoration. Long cape cloaks of black plush with huge black fox collars are another attraction; the cloaks are lined with gorgeous oriental silks or satins. These cloaks are as useful for the evening as for the day, and never look out of place. But of all the new things there is nothing prettier than the little coats of chiffon or georgette, edged with fur or swansdown, which are worn with an afternoon or evening gown. They make a change possible at small expense and practically no trouble. They are mostly quite short, but for older women some pretty examples are of three quarter length, fashioned of a network of jet or steel beads, with a border of paillette embroidery and wide slits for sleeves.

A FRINGE OF FEATHERS.

It is clear that our foreheads are not to be shown for some time to come. The new Riviera hats have an edging of feathers which forms a ragged fringe or hedge over the eyes, and sometimes look as if they impeded vision. With many of them it is impossible to wear a veil over the face, or it would draw the feathers down still farther and make them look like wet strands of hair. To wear such a hat successfully requires careful adjustment, and it is hardly economical, as the feathers soon get ragged and displaced. Tegal straw and pedal straw of the softest kind will provide many of the new hats.

A revival which is always more welcome in the spring than at other times, and is already being accepted, is that of tartan. The last word in millinery is the straw ribbon to trim the new hats, and especially the Breton sailor hats. Sometimes the entire hat is made of the ribbon, and so no trimming is required but a couple of large hat-pins. A number of the new hats will have crinoline crowns and feather brims, the feathers being usually Chinese heron, many of them in shades of red and having a lacquered effect. The crinoline hat is coming much to the fore, although many think it too light and flimsy for the early spring and better suited to a summer frock than a tailor-made. Another novelty is a ribbon formed of strands of bass plaited in and out to form a kind of chess-board design. It has a satin gloss on the surface and at a little distance looks almost like a patterned satin

GREEN LACE.

The courage shown in the use of brilliant colours is not always well advised. The sense of proportion may be lost, but every day shows that colours becoming at 20 must be modified at 30, while many shades have only to be put to the test to be possible. In the choice of colours it is well to have a second opinion. A candid friend is of high value when one is in doubt, and however depressing her verdict may be the enormous variety of shades makes it easy to find a substitute. Green—even the crude moss or emerald tone—is popular and is becoming to most women, even on lace gowns for the evening. One such evening gown is carried out, with a satin finish. The skirt suggests a series of lace panels, all of which are caught together with serried rows of tiny black velvet straps centred with minute buckles of cut jet beads. The sleeves consist of a short drapery of the lace, split up the middle and caught with the straps and buckles to match the skirt, while the folds of the corsage were held on one side with a large cluster of black velvet geraniums.

MINOR NOVELTIES.

While the new fashions wait, there are some amusing little novelties. There is a new powder box in the shape of a china doll, a lovely lady with a crinoline which divides half-way down the skirt and discloses a powder puff at the side. There are fobs of every kind, but the favourites are in black moire ribbon. They are attached to the waist-belt, and from them hang old-fashioned watches which have long since ceased to go. There is a big black net fan mounted on blonde horn and worked with a light design in baby ribbon in some bright colour. A new but eccentric fashion is to show bare feet in the house and to thrust them into sandals made in fine, soft glove kid with a tiny heel, in white, in green, in gold, or in any colour. With them a tea-gown is worn with long but slit draperies.

A new colour, or perhaps an old one under a new name, is called mahogany, and is much in favour for dresses in crepe de Chine, for hats in satin or panne, for silk stockings, for silk jumpers, and anything indeed that shines, for it must shine or it ceases to be mahogany.

FOOT WEAR.

The undressing of the foot continues. Now women are wearing toe-caps and heel-caps. Cross straps run up from the toes to the ankle to meet a heel strap which fastens round the ankle. The best to be said for such shoes is that they use up little leather; but that does not make them cheap. High boots are rare now, and the Oxford shoe, much in favour with Americans, does not appeal to Frenchwomen. The long, pointed shoes have a certain popularity, but most women still prefer the shortvamped shoe. It is now generally accepted that the leg should be clothed in a light or transparent stocking, and the shoe must be either black or in the same shade. Grey stockings with shoes in suede to match are greatly liked; mahogany stockings with kid shoes to match are newer.

FASHION NOTES.

A novel table decoration is just becoming the vogue in London. Irregular fragments of coloured glass partly fill a shallow bowl of black china, in which a small statuette of white marble stands. Water is poured into the bowl increasing the transparent brilliancy of the glass. This is unusually effective.

* * *

The latest thing in tea table covers was seen recently at a smart afternoon tea. It was a woven cover with large yellow and blue discs the size of a five shilling piece scattered over a cream ground and a border of bright red about two inches deep some little distance from the edge. It certainly made a gay bit of colour on the tea table, but the weird combination of hues seemed to make the teacakes and buns rather indigestible!

* * *

At one time no house was considered furnished unless, in the summer at least, its windows were graced with white lace curtains. Now the white curtain habit is dying out and coloured ones of all sorts of thin materials are taking their place. Among the most favoured this year are those of ordinary black, wide-meshed net, which look much prettier than one might expect, and are certainly a great economy.

* * *

The latest thing in face powder has a definite tinge of pale yellow in it, which gives the complexion a creamy tint, instead of a dead-white; and there is a violet-coloured powder for the neck and shoulders in the evening, which gives a lovely transparent effect to the skin. But this must only be used for artificial light; the result by daylight is far from pleasing, and makes the skin a ghastly colour.

* * *

Candles are among the latest articles to succumb to the colour craze. It has just been discovered that the most striking effect is obtained from a jet-black candle, which, when mounted in a white alabaster, brass, or silver socket and lighted, yields a fascinating contrast and enhances the brilliance of the light. Some of these "ebon" candles are ornamented with floral designs in contrasted colours.

* * *

To be really in style this spring one must carry a cane. Not one of the short walking sticks women affected during the war, but one of the tall, graceful affairs patterned after those owned by the beauties of the old French courts. These new canes, which are actually the revival of a style some two centuries old, are intended to be "worn" with the daintiest and most be-ruffled of frocks. Either polished ebony or ivory will be in high favour since they may be decorated with many changes of [ribbons, coloured to match the costumes] worn with them.

OF ALL-OVER LACE.

New are the slips, or combination, brassieres and petticoats of all-over lace, like the one sketched above. It is of a pretty, strong shadow lace, threaded at the high waistline with a satin ribbon.

The camisole and chemise, also illustrated, are of crepe de chine with a bit of lace inset and a few repousse flowers added.

STYLES IN COIFFURE.

Becoming Fashions in Hairdressing.

No one can quite say where hairdressing styles come from, when they change, or where they change, but the fashions in this direction are just as fluctuating and variable as those for frocks and hats

The sleek heads of close-dressed hair and the boyish-looking, bobbed coiffures which have been most worn by women of all ages are no longer representative of latest fashions in hairdressing. Deliberate severity is being replaced by artless simplicity, and "plastered" flatness by feminine fluffiness. Broadly speaking, the most up-to-date method of hairdressing at the moment is for a woman to study her face and her personality, to adjure all rules and regulations for "the latest mode," and to dress her hair in precisely the manner that best brings out her "high points"—but with all the laxity here implied, the chosen style should be suggestively feminine, and be linked up in some way with vagrant curls or picturesque waves. The woman who despairs of ever being able to dress her hair according to the latest style of coiffure displayed in the window of the hairdresser, is well advised to take this fact to her heart, and to remember that almost every one of the women who are classed as "Contemporary English Beauties" follow their own individualistic style of hairdressing.

The present fashion in coiffures decree that there shall be waves or curls in some form, in distinct contrast to straight hair styles that have been so prevalent among fashionable women during the last year or so. There is no doubt that the change is one that is to the advantage of most women from an appearance standpoint, while the woman whose hair is naturally lank and straight has only to put herself into the hands of a clever hairdresser in order to have beautiful and permanent waves put into her hair. To look thoroughly "of the moment" a woman should dress her hair loosely, with apparent lack of restraint and rather more over the forehead than has been the custom of late. There has been an attempt to revive the terrible Victorian forehead fringe, but such a style is not likely to be revived by women who value the beautiful.

Hair waved and loosely dressed with a left-side parting, brought rather low over the ears and twisted into an artistic coil knot fairly high on the nape of the neck, represents a very popular style of the moment. Quite a lot of women, too, are parting their hair at the right side of the brow, sometimes with oppressive results. For the lucky possessor of long, thick hair the dignified coil of hair dressed from the neck to the top of the head has little to equal it from a point of either beauty or artistry.

It is exceedingly necessary for every woman to dress her hair according to her hats, or, what is better, to buy her hats according to her style of hairdressing. Hats that can be worn with a high-dress coiffure are utterly futile when the hair is dressed low, and though two of the greatest London milliners state that at the present time it is possible for a woman to buy a hat to suit any style of hairdressing the balance of fashionable hats is distinctly in favour of hair dressed low at the back, with "ear swathes" and side curls. Many of the new hats, especially those in the biretta style, fit so closely down the head that all the hair to be seen consists of tiny curls pulled out beneath the edge of the hat on either side.

FASHION NOTES.

A well-known hair-dresser advises the use of hairnets of certain colours to add colourful glints to the hair. If the hair is a dull mouse colour and the eyes are blue, use a gold-yellow hairnet. If the eyes are brown, a red net should be tried. Of course, the very best nets must be purchased, and not one of artificial hair, poorly coloured.

LATEST COIFFURE.

Waves and short curls about the face, and the high set Psyche knot made of finger puffs, as shown in the illustration, comprise the latest thing in hairdressing, especially for evening wear. In many instances a large circular comb is thrust into the hair as a support of the Psyche knot, which is dressed so softly that without other security than ordinary hairpins it would be in danger of falling.

BOUDOIR LAMPS.

A Novelty.

Amongst the latest novelities are exquisite little lamps, four or five inches high, for milady's dressing table. When a few drops of perfume are applied the lighted lamp gives out a delightful fragrance as well as a tiny glow of light. Most women prefer these fragrant little lamps to Oriental incense burners which give such a heavy, stuffy odor after the first few pungent whiffs. And one's favourite perfume can be burned in the little lamp. A perfume that matches the delicate sachet in negligee garments and does not clash with it, as the strong Oriental incense perfume does.

FASHION NOTES.

In some of the silk lingerie now shown, there is very effecitive cutwork, mainly done by hand. Much of the French lingerie shows hemstitching as the only trimming. Flowered or two-toned ribbon is the favourite for trimming.

* * *

It is no longer considered proper to wear slippers to match the gown. This allows one to have a scarlet, French blue or nasturtium gown and wear yellowish flesh-coloured slippers with hose to match with each one of them. Fashion authorities say bronze kid slippers should not be worn. They are only permissible in satin.

DANCE FROCKS FOR SPRING

Three Spring dance frocks are pictured. The first is of apricot taffeta brought into a frill of lace at the foot to give it a new version of the harem effect. In the corsage an all-over pattern lace is laid over the taffeta, and a scalloped girdle of the same lace and taffeta is adjusted in such a way as to give the long-waisted effect that is in such vogue.

In the second model a corsage of dark blue velvet tops a skirt of lace flouncing and the long waist is emphasized by a narrow belt of the velvet which heads a frill of lace.

The third frock is also of lace, this time combined with net. A diagonal mesh net top and lace with the simplest of thread patterns is the material. The long waist is emphasized by a girdle of roses with rich dark leaves.

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ADVENTURES OF THE TWINS.

A STRANGE DISEASE.

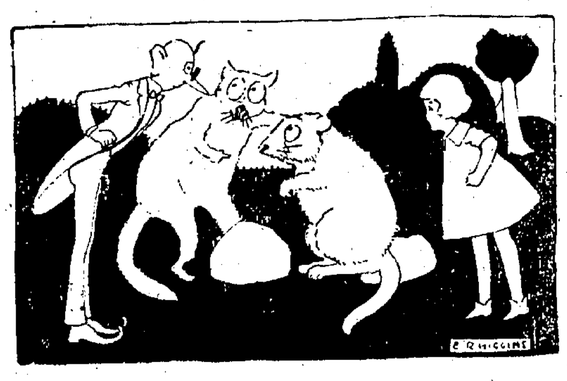
"Yes," said Dr. Mink, looking down at Markie Muskrat's chair with a queer look on his face, "it's a very strange disease this chap has, Mr. Scribble Scratch, a very strange one, indeed! It's called 'stuckankantmovaninch.' The person who has it can't move at all!"

"You don't say so," exclaimed the fairyman schoolmaster. "I never heard of it before, did you, Nancy?"

Nancy hadn't neither had Judge Crow nor Prof. Hare nor Mr. Chuck nor anybody.

"Is it a kind of paralysis?" asked Scribble Scratch anxiously feeling sorry that he had ever scolded Markie for anything.

"Sort of," nodded Dr. Mink, "only it doesn't last so long, and



"You don't say so," exclaimed the fairyman schoolmaster. I never heard of it before."

the only way to cure it is very difficult to learn. Very few peopl know how."

"Oh," cried Nancy very much worried, "don't you know, Dr Mink? Won't poor Markie ever be well again?"

Dr. Mink looked very learned. "Fortunately, I do know. Th secret of curing this strange disease was told me by my great grand-father's niece's cousin's sister-in-law's brother."

"Fine!" cried everybody at Dr. Mink's words, and even th other pupils in Meadow Grove School were so interested that the quite forgot to sit in position, and Scamper Squirrel fell off his seat altogether.

"But I must have help," went on Dr. Mink, "or rather obedience. Will everyone agree to do exactly as I tell him?" And I looked at each one of them over his glasses.

Markie was getting very uncomfortable, not so much becaus the chewing-gum he was sitting on was pulling every hair out o him, nearly, but because he felt guilty. He felt that he needed good trouncing and it would be a lot better if someone would ju give it to him and have it over with.

(To be continued to-morrow.)

GUARDING THE SEAS.

Proposals of the Navy League.

The following memorandum has been finally agreed upon by the Executive Committee on Naval Policy of the Navy League, and is issued by Rear-Admiral Ronald A. Hopwood, general secretary of the League, for publication:—

1. For twenty years before the war the Navy League continually impressed upon the public the necessity of maintaining a strong Navy for the defence of the Empire, more especially as the German menace to civilisation became apparent.

2. With the disappearance of the German Fleet, the world's naval position is changed.

3. To-day civilisation is not threatened by any maritime Power.

4. There is no alternative to competitive building of ships of war except an international naval agreement, and this applies to whatever type of ship is considered to dominate the sea position for the moment, for there is increasing certainty that new inventions will render obsolete, at shorter notice, all existing or contemplated ships, but this will simply divert competition into new channels, as it always has done.

5. The term "command of the seas" conveys to an ill-informed public simply the possession at any time, of the greatest number of ships; but the embracing of the doctrine by any country either invites competition by, or demands acquiescence from, other countries, since the High Seas are neutral in times of peace.

6. The use of the terms "defence," "security," and "adequate Navy" necessitates comparison with other navies, and must result in competition.

7. In the spring of 1917, when the danger from the U-boats was at its highest, there was given to the English and American seamen especially an opportunity of bearing remarkable witness to the influence of that sea spirit of brotherhood which is their common birthright and heritage this was undoubtedly one of the most significant lessons of the war.

8. The Navy League holds that the time is now specially favourable for taking advantage of this lesson, and that it is for these two nations to give the lead in proposing a conference between all those Powers whose geographical positions impose upon them the guardianship of the seas, and to decide in what way this joint guardianship may best be carried out.

9. There is no doubt that the spirit which makes for co-operation is to be found in greater measure among seamen than among the members of any other calling for their oldest traditions are built on it. For this reason it is held that the proposed conference should be largely composed of seamen who have held high commands at sea.

10. Let it never be forgotten that peace must be paid for as well as war, but the sacrifices involved are generally avoided by describing them as "visionary," or "idealism," and beyond the range of those practical politics which have brought the world to the present position.

11. It would seem, however, that science, as applied to destructive agencies, is forcing us ever more rapidly to the conclusion that the highest idealism of all is the only practical alternative to world suicide.

12. The Navy League holds that the sea story in the past of Britain and the United States imposes on them mutually the duty of attempting to render to the world a still greater service, and for this reason it urges that invitation to the proposed conference should come from the two great Anglo-Saxon nations jointly.

WITHOUT PREJUDICE.

"I am a gardener, but I lose my breath when I begin to work," said a man at Ealing.

"You are a motor-driver, are you not?" "No, I am a Ford driver."—At Greenwich.

The Mayor—"Was it a light night?" Policeman—"Yes sir, between the moon and the clouds."—At Tunbridge Wells Police Court."

Witness at Ealing—The gentleman in the dock told me that he had no money.

Do you know that I have a sixty-pound German shell in my back? A man at Tottenham.

Willesden Magistrate—What relation is she to you? Man—She is my landlord.

A woman at Greenwich—Solicitors are no use to me; they are all in league.

"She hit me on the head with a poker, which has been under the doctor ever since." At Tottenham Police Court.

A wife at Sunderland Police Court—I was poulticing my husband when he struck me and gave me a black eye. The Magistrate's Clerk—Perhaps the poultice was too hot.

Mr. Hay Halkett at Lambeth—A wife who will forgive a man for going off with another woman forgives a lot.

A woman at Ealing—My husband, who is an outdoor worker, will pay £1 a month as soon as the rain leaves off.

A woman at the Thames Court—I was boozed. Magistrate—I think that word would not be found in the Oxford Dictionary.

"I forgot the wife and baby because I am no scholar."—An Income-tax defaulter at Ealing, when told that he could obtain a deduction.

THE TWO CECILS.

Lord Hugh Cecil, delivering a lecture at Farnham, was interviewed by a Press representative, to whom his lordship stated that the report of his intention to join his brother, Lord Robert, if the latter crossed the floor of the House of Commons and took his seat with the Opposition, was correct. It was not his intention, he added, to attempt to form a new party. "Parties, like poets," he explained, "are born, not made; they arise out of circumstances spontaneously, not out of plans and plots." He would take his seat in the ordinary way as a Privy Councillor on the Front Opposition Bench.

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2.30 "	to	5.00 p.m.	" 15 min
5.00 "	to	8.10 p.m.	" 10 min

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11.30 a.m.	to	12.00 noon	" 15 min
12.00 noon	to	1.00 p.m.	" 10 min
1.00 p.m.	to	5.30 p.m.	" 15 min
5.30 p.m.	to	6.00 p.m.	" 10 min
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BRANCHES:

CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENTSIN

All Descriptions of banking business transacted.
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.
Payable throughout the world.

VERNE CLAIR,
Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital..$60,000,000.00
Paid up Capital..... 12,279,800.00
Reserve Funds ..... 7,796,023.00.

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG

Established 1919.

PAID-UP CAPITAL.....$2,000,000.00
RESERVE FUND.....500,000.00

DIRECTORS:

Mr. Fung Wai Ting, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chung Luk, Mr. Kan Chin Nam.

Chief Manager, Mr. Kan Tong Po.
Asst. Manager, Mr. Li Tao Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.
Hankow Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY,
Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office

Alexandra Buildings, Ice House Road

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts Savings Department.

S. C. LAU,
Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Subscribed Capital ... ... F. 150,000,000
Paid-up Capital ... ... F. 75,000,000
Reserve Funds ... ... F. 60,000,000
Deposits ... ... F. 885,000,000

The Chinese Government owns one-third of the Capital.

Chairman of the Board of Directors: Andre Berthelot
General Manager:—A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Antwerp	Hongkong	Shanghai
Batavia	London	Singapore
Bordeaux	Lyon	Swatow
Canton	Marseille	Tientsin
Dunkerque	Moukden	Tsinanfu
Foochow	New York	Vladivostock
Haiphong	Pekin	Yokohama
Hankow	Phom Penh	Yunnanfu
Hanoi	Saigon	

BANKERS:

IN FRANCE: Societe General pour favoriser le Developpement du Commerce et de l'Industrie en France
IN LONDON: London Joint City and Midland Bank Limited.
IN SAN-FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, 20th January, 1921.

BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 15 bis Rue Laffitte, Paris.

Capital ... ... France 45,000,000.
Reserves ... ... 50,000,000.

BRANCHES AND AGENCIES

Bangkok	Hongkong	Saigon
Battambang	Mong Tze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Pekin	Touraine
Hankow	Phom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, October 21st, 1920.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Gracechurch Street, London, E. C. 3.

Authorised Capital £3,000,000
Subscribed Capital 1,800,000
Paid Up Capital 1,050,000
Reserve Fund 1,050,000

BANKERS.
The Bank of England
The London Joint City & Midland Bank Ltd.

BRANCHES:—

Bombay	Karachi
Calcutta	Kota Bharu
Colombo	Kuala Lumpur
Delhi	Madras
Galle	New York
Hongkong	Penang
Howrah	rangoon
Kandy	Shangha
Port Louis (Mauritius)	Singapore

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central.

Hongkong, 12th December, 1919.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. Wong Shiu Ham
Chief Manager...Mr. L. S. Holum
Asst Manager...Mr. K. T. Wong
Hongkong Manager
Mr. I. P. Allen

Foreign exchange and general banking business transacted.

Current, Savings, and Fixed deposits bear interests at rates 2%, 4% and 5% per annum respectively.

L. S. HOLUM,
Chief Manager
Hongkong, 2nd October, 1920.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital .. $15,000,000
Reserve Funds—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

G. T. M. Bidwell, Esq.—Chairman.
G. M. Bidwell, Esq.—Deputy Chairman.
A. M. Cumston, Esq. | A. G. Lane, Esq.
A. S. Gubbay, Esq. | Hon. Mr. E. V. D. Parr.
Hon. Mr. P. H. Holyoak | W. L. Rutherdon, Esq.
Hon. Mr. J. Johnstone | J. S. Plummer, Esq.

Chief Manager:—
A. G. STEPHEN, Esq.
Manager Hongkong.....A. H. Barlow, Esq.
Acting Manager Shanghai...G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum monthly balances at 3½ per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL £3,000,000
RESERVE FUND £3,600,000
RESERVE LIABILITY OF PROPRIETORS £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POON SHAN,
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1880.

Capital (fully paid up)... ... ... Y. 100,000,00
Reserve Fund ... ... Y. 50,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at

Batavia	Kai Yuen	Rangoon
Bombay	Kobe	Seerahaya
Buenos Ayres	London	Saigon
Calcutta	Lyons	San Francisco
Changchun	Los Angeles	Seattle
Dairen (Dalny)	Manila	Shanghai
Fengtien Mukden	Nagasaki	Singapore
Hankow	Newchwang	Shimonoseki
Honolulu	Osaka	Sydney
Tokyo	New York	Tientsin
Harbin	Peking	Tsinanfu
	Vladivostock	Tsingtau

Interest allowed on Current Accounts.
Deposits received for fixed period at rates to be obtained on application.

G. HASHIDZUME,
Manager.

Hongkong, 13th, September, 1920.

INTERNATIONAL BANKING CORPORATION.

CAPITAL AND SURPLUS: U. S. $10,000,000
UNDIVIDED PROFITS: U. S. $ 3,200 000

(Owned by the National City Bank of New York.)

HEAD OFFICE: 60 Wall Street, New York.

BRANCHES:

LONDON: 36 Bishopsgate, E. C.
LYONS: 27 Place Tolozan
SAN FRANCISCO: 232 Montgomery Street.
CHINA: Canton, Hankow, Harbin, Hongkong, Peking Shanghai, Tientsin.
DOMINICAN REPUBLIC: Puerto Plata, San Pedro de Macoris, Sanchez Santiago, Santo Domingo, Barahona, San Francisco de Macoris.
INDIA: Bombay, Calcutta, Rangoon.
JAPAN: Kobe, Yokohama.
JAVA: Batavia, Sourabaya.
PANAMA: Colon, Panama.
PHILIPPINE ISLANDS: Cebu Manila.
SPAIN: Barcelona, Madrid.
STRAITS SETTLEMENTS: Singapore.

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.

ARGENTINA: Buenos Aires, Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Bahia, Pernambuco, Porto Alegre Rio de Janeiro, Santos, San Paulo.
CHILE: Santiago, Valparaiso.
COLOMBIA: Barranquilla, Bogota, Medellin.
CUBA: Havana and 21 cities in Cuba.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan.
RUSSIA: Moscow, Petrograd, (temporarily closed).
SOUTH AFRICA: Cape Town.
TRINIDAD: Port of Spain.
URUGUAY: Montevideo.
VENEZUELA: Caracas.

All descriptions of banking business transacted.

Interest allowed on current accounts and fixed deposits in local or foreign currencies as rates to be ascertained on application.

Hongkong, 17th May 1920.

PACIFIC SHIPPING.

CP OS

SAILINGS
HONGKONG to VANCOUVER
Via Shanghai Nagasaki ("Moji) Kobe & Yokohama.

Steamers.	From Hongkong.	Due Vcouver.
Empress of Japan...	Mar. 22	Apr. 12
Empress of Asia ...	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia...	Apr. 28	May 16
Empress of Japan...	May 17	June 7
Empress of Asia...	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan...	July 7	July 28
Empress of Asia ...	July 21	Aug. 8
Empress of Russia	Aug. 18	Sept. 5

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 252. Cable address GACANPAC
CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE ADMIRAL LINE
THE PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC PASSENGER & FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For VICTORIA & SEATTLE.
(Calling at Shanghai and Japan Ports.)
WENATCHEE ... ... Passenger & Freight May 14th.
For SEATTLE, VICTORIA, VANCOUVER, TACOMA.
Freight only
(Calling at Shanghai, Dairen and Japan ports.)
WHEATLAND-MONTANA About Mar. 12. | CROSSKEYS ... ... About Apr. 6.
For PORTLAND direct.
(Calling at Kobe and Yokohama.)
Freight only
COAXET ... ... About April 4.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE
AGENTS.
Telephones 2477 & 2478 — 5th floor Hotel Mansions.

THE ADMIRAL LINE
THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE
To & From
SAIGON—SINGAPORE—SUMATRA
JAVA PORTS.
OPERATING THE FOLLOWING U.S.S.B. STEAMERS
GLYMONT March 15. | CADARETTA April 5.
LAKE ONAWA March 25. |
Through bills of lading issued to all United States, Pacific Coast and Overland Points.
For full Particulars and Rates Apply to—
THE ADMIRAL LINE,
5th, FLOOR HOTEL MANSIONS BUILDING.
Tel. Add.: Admiraline. Telephone 2477 & 2478.

AUSTRALIAN SHIPPING.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
S.S. "VICTORIA" Sailing on 11th April.
SPECIAL SAILING FOR SHANGHAI.
S.S. "HWAH PING" Sailing on 18th March.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO. LTD.
Agents.
Tel. 3307. 113, Connaught Road Central.

PACIFIC SHIPPING

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
FOR NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"BESSIE DOLLAR"	MARCH 12TH.
"MELVILLE DOLLAR"	APRIL 15TH.

FOR VANCOUVER.

"BESSIE DOLDAR"	MARCH 12TH.
"MELVILLE DOLLAR"	APRIL 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.
For Particulars and Rates apply to:—
THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR " 795.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

	STEAMERS.	TONS.	LEAVE HONGKONG.
	KOREA MARU	20,000	Mar. 15th.
†	SIBERIA MARU	20,000	Mar. 19th.
	TENYO MARU	22,000	Apr. 3rd.
	SHINYO MARU	22,000	Apr. 27th.
* †	PERSIA MARU	9,000	May 14th.

† Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,700	Mar. 15th.
* HAYO MARU	——	Apr. 9th.
SEIYO MARU	14.000	May 12th.

* This steamer will carry cargo only.

For full information regarding passengers, freight, and sailings apply to:—
Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.
GREEN STAR LINE
Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO MANILA.
"LANCASTER" ... ... 10th March.
TO NEW YORK & BALTIMORE.
"LANCASTER" ... ... 10th March.
TO SAN FRANCISCO.
"WEST HENSHAW" ... ... 12th March.
TO SEATTLE & VANCOUVER.
"WEST IVIS"... ... ... 28th March.

Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.
Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.
HONGKONG OFFICE—1st floor Powell's Building, 12, Des Vœux Rd., Tel. 3003.

CHINA MAIL S.S. CO., LTD.
"Incorporated in U.S.A."
FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 tons	11,000 Tons	10,200 Tons

SAILING FROM
HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
March 30th.	April 21st.	May 18th.

SAILING FROM
HONGKONG for MANILA
S.S. "NANKING" - - - - - March 19th

SAILING FROM
HONGKONG for SINGAPORE

S.S. "NILE"	S.S. "CHINA"
April 3rd.	April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TEL., PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ld., & China Mutual S. N. Co., Ld.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ld.)

Sailings from Hongkong.
"LAERTES" Sailing 22nd March. Calls at Boston.
"KANDAHAR" " 6th April. "
"CITY OF DUNKIRK" " 20th April. "
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences.)

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TJIMANOEK	March	Rotterdam & Hamburg	15th Mar.
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to
JAVA CHINA JAPAN LYN
General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)
THE STEAMSHIP:
"VAN CLOON"
will be despatched to
Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.
Single and double cabins
Wireless Telegraphy.
For freight and passage apply to:
JAVA-CHINA-JAPAN LYN,
Telephone No. 1574. Agents.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
Miss Ladenburg Repulse Bay Hotel, from Peking.
Allot, from Shanghai.
Langsuekai c/o Russian Bank, from Shanghai.
Augustus White, Hongkong Hotel, from Shanghai.
Pivoy, from Kobe.
Chen Kee, from Shanghai.
Manwooleung, from Osaka.
Yeeling Hotel Changmowching, Dahwoosee Street, from Shanghai.
Honghamseng Shunchengshu, from Amoy.

T. KRING.
Suporintendent.
Hongkong, March 3, 1921.]

SAILING DATES

Europe, U.S.A., Etc.

Fushimi M...	N. Y. K.	...Mar. 9
Lancaster...	S. & D.	...Mar. 10
St. Albans...	P. & O.	...Mar. 10
Dilwara.....	P. & O.	...Mar. 10
Tamba.....	N. Y. K.	...Mar. 11
Kleist	N. Y. K.	...Mar. 11
Glenariffe...	J. M. Co.	...Mar. 11
Toyama M....	N. Y. K.	...Mar. 11
W. Montana...	A. L.	...Mar. 12
W. Henshaw ..	B. & S.	...Mar. 12
Anyo M.....	T. K. K.	...Mar. 15
Tjimanoek...	J. C. J. L.	...Mar. 15
Alloway.....	A. L.	...Mar. 15
West Jappa...	F. W. Co.	...Mar. 15
Korea M. ...	T. K. K.	...Mar. 15
Glymont.....	A. L.	...Mar. 15
Telamon.....	B. L.	...Mar. 16
Taiyuan...	B. & S.	...Mar. 16
Mishima M...	N. Y. K.	...Mar. 18
Karmala.....	P. & O.	...Mar. 19
Siberia M....	T. K. K.	...Mar. 19
Laertes.....	B. L.	...Mar. 22
Akita M.....	N. Y. K.	...Mar. 22
Keemun.....	B. & S.	...Mar. 23
E. of Japan	C. P. O. S.	...Mar. 22
Mito M.....	N. Y. K.	...Mar. 24
Lake Onawa...	A. L.	...Mar. 25
Kashmir...	P. & O.	...Mar. 25
Glenapp ...	J. M. Co.	...Mar. 25
Tjikembang...	J. C. J. L.	...Mar. 27
Tango.....	N. Y. K.	...Mar. 28
W. Ivis.....	S. & D.	...Mar. 28
Nanking...	C. M. Co.	...Mar. 30
E. of Asia ...	C. P. O. S.	...Mar. 31
Nankin.....	P. & O.	...Apr. 3
West Hika ...	L. A.	...Apr. 3
Tenyo M.....	N. Y. K.	...Apr. 3
Vigo.....	B. L.	...Apr. 4
Ningchow...	B. & S.	...Apr. 5
Eastern.....	P. & O.	...Apr. 5
Cadaretta	A. L.	...Apr. 5
Tyndareus.....	B. & S.	...Apr. 6
Kandahar.....	B. L.	...Apr. 6
Monteagle...	C. P. O. S.	...Apr. 7
Hayo M.....	T. K. K.	...Apr. 9
Alderamin...	J. C. J. L.	...Apr. 10
Theseus	B. & S.	...Apr. 12
Idomeneus...	B. & S.	...Apr. 17
Nikko M.....	N. Y. K.	...Apr. 19
Swazi.....	B. L.	...Apr. 19
Ajax.....	B. & S.	...Aar. 19

Japan, Coast Ports, Etc.

Tean.....	B. & S.	...Mar. 9
Euryalus.....	P. & O.	...Mar. 9
Laisang.....	J. M. Co.	...Mar. 9
Chunsang...	J. M. Co.	...Mar. 9
Tientsin ...	B. & S.	...Mar. 9
Paoting.....	B. & S.	...Mar. 10
Sunning.....	B. & S.	...Mar. 10
Liangchow...	B. & S.	...Mar. 10
Chihli.....	B. & S.	...Mar. 10
Teopao	J. M. Co.	...Mar. 10
Lancaster...	S & D.	...Mar. 10
Yuensang...	J. M. Co.	...Mar. 11
Nankin.....	P. & O.	...Mar. 12
G. Apcar.....	P. & O.	...Mar. 12
Samarang M...	D. & Co.	...Mar. 12
Hanyang ...	J. M. Co.	...Mar. 12
Suiyang.....	B. & S.	...Mar. 12
Tjiliwong...	J. C. J. L.	...Mar. 13
Khyber	P. & O.	...Mar. 14
Heijn M.....	N. Y. K.	...Mar. 15
Nikko M.....	N. Y. K.	...Mar. 15
Haihong.....	D. L. Co.	...Mar. 15
Hangsang...	J. M. Co.	...Mar. 15
Yatshing...	J. M. Co.	...Mar. 15
Bombay M...	N. Y. K.	...Mar. 17
Inaba M.....	N. K. Y.	...Mar. 18
Namsang.....	J. M. Co.	...Mar. 18
Haiching...	D. L. Co.	...Mar. 19
Trieste.....	D. & Co.	...Mar. 20
Tjitaroem.....	J. C. J. L.	...Mar. 20
Nagato M...	N. Y. K.	...Mar. 21
Tjibodas ...	J. C. J. L.	...Mar. 21
Mureran M...	N. Y. K.	...Mar. 22
Borneo M...	D. & Co.	...Mar. 24
Calcutta M...	N. Y. K.	...Mar. 26
Tjileboet.....	J. C. J. L.	...Mar. 26

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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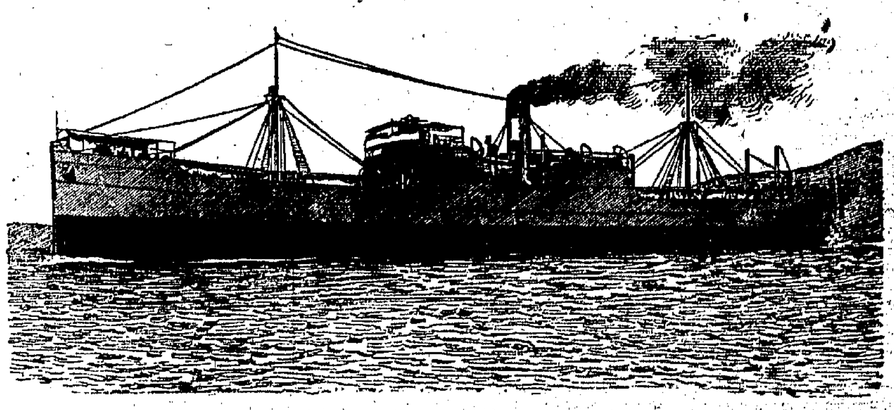

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gros

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P.&O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES corporated in ENGLAND)

TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIASIA, INCLUDING, NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	10 Mar. noon	S'pore, Colombo & B'bay.
KARMALA	9,000	19th Mar.	M'les, London & Antwerp.
KASHMIR	9,000	25th Mar.	M'les, London & Antwerp.
NANKIN	7,000	3rd Apr.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

EURYALUS	4,000	9 Mar. 9 a.m.	Singapore.
ARRATOON A.	4,510	17th Mar.	Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	10 Mar. noon	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
EASTERN	4,000	5th Apr.	

SAILINGS TO SHANGHAI & JAPAN.

GREGORY A.	4,649	11th Mar.	Shanghai & Kobe.
NANKIN	7,000	12 Mar. 10 a.m.	Shanghai, Moji & Kobe.
KHYBER	9,000	14th Mar.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.
TOYAMA MARU ... ... Friday, 11th Mar., at 11 a.m.
KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

ELEIST ... ... Friday, 11th Mar., at 11 a.m.
MISHIMA MARU ... ... Friday, 18th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... ... Friday, 11th March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... ... Monday, 28th Mar., at 11 a.m.
NIKKO MARU ... ... Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

WAKASA MARU (Sailing from Singapore) Friday, 29th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... ... Thursday, 17th March.
CALCUTTA MARU ... ... Saturday, 26th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ... ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIJIN MARU ... ... Tuesday, 15th March.
INABA MARU ... ... Friday, 18th March, at 11 a.m.
NAGATO MARU ... ... Monday, 21st March.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

J.C.J.L.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiliwong ...	Shanghai	11th Mar	13th Mar.	Java
Tjitaroem	Java	11th Mar.	20th Mar.	Japan
Tjibodas.....	Java	18th Mar.	21st Mar.	Shanghai
Tjikeboet	Japan	22nd Mar.	26th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	25th Mar.	27th Mar.	San Fr'isco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to

SFOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing about end of March.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on 8th March. at noon.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 20th March.

Passangers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG-MARU." Sailing on or about 12th Mar.
S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 8th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific. also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apcar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For	Steamer.	Sailing.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG.....	"VIGO"	4th April.

For particulars of sailings shippers are requested o approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"CARNARVONSHIRE"	15th March.
"PEMBROKESHIRE"	28th March.
"GLENIFFER"	12th April.
"GLENGYLE"	28th April.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENARIFFE"	13th Mar	GENOA, LONDON & ROTTERDAM.
"GLENAPP"	25th Mar.	GENOA, L'DON, R'DAM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS.

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Teonao	Thur., 10th Mar. at 9 a.m.
MANILA	Yuensang	Fri., 11th Mar. at 3 p.m.
SHANGHAI & Tsingtau	Hangsang	Tues., 15th Mar. at d'light.
STRAITS & Calcutta ...	Yatshing	Tues., 15th Mar. at 3 p.m.
KOBE via Shanghia	Namsang	Fri., 18th Mar. at d'light.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday 15th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
WEIHAIWEI & CHEFOO ...	Chibli	...10th Mar. at d'light.
TIENTSIN	Paoting	...10th Mar. at 8 a.m.
SWATOW & BANGKOK.....	Liangchow	...10th Mar. at 10 a.m.
SHANGHAI.....	Sunning	...10th Mar. at noon.
SHANGHAI & TSINGTAO	Suiyang	...12th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking Cargo on through Bills of Lading to all Yangtsze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.

Hongkong Mar., 9, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.	
Haiching	A. H. Stewart	FRI..	11th Mar. at noon.
Haihong	W. C. Passmore ...	TUES..	15th Mar. at noon.
Hailoong	W. Couper	FRI..	18th Mar. at noon

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KENNEBEC STEAMSHIP CORPORATION OF NEW YORK

FASTEST SERVICE TO HAVANA, CUBA.

S.S. "WOODRICHEM" 6,500 tons sailing 10th March.

For Freight and Other Particulars, apply to:—

KAT FAT & CO.,

AGENTS,

297, Des Voeux Road, Central. Tel. 2591

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The s.s. IDOMENEUS, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The N. Y. K. s.s. INABA MARU (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The s.s. ELPENOR (Blue Funnel Line) left Suez on 24th inst. for Hongkong and is due here on 20th Prox.

The T.K.K. s.s. SIBERIA M. arrived at Yokohama on the 25th instant, in accordance with schedule, being due at this port March 11th.

The R. M. S. EMPRESS OF JAPAN, left Vancouver for Hongkong, via Japan ports, Shanghai on the 23rd Feb. and is due at Yokohama on or about the 9th March.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

The s.s. EGREMONT CASTLE sailed from Kobe via ports on the 2nd March and is expected to arrive here on or about 16th inst.

The B. I. s.s. GREGORY A., left Singapore for this Port on the 3rd instant at morning and is due here on the 9th instant.

The A. L. s.s. WHEATLAND MONTAWA, is due to arrive here from Singapore on or about Mar. 12th.

The A. L. s.s. PAWLET, is due to arrive here from Manila P. I. on or about March 10th.

The B. L. s.s. SATSUMA, is due to arrive here from Shanghai on or about March 15th.

The B. L. s.s. ALLOWAY, is due to arrive here from New York on or about March 20th.

The A. L. s.s. GLYMONT, is due to arrive here from Saigon on or about March 15th.

The A. L. s.s. LAKE ONAWA, is due to arrive here from Saigon on or about March 25th.

The Ben L. s.s. BENLAWERS from Leith, Middlesbro and London, left Singapore, for this port on 3rd inst. and may be expected to arrive here on 10th inst.

The A. L. s.s. CADARETTA, is due to arrive here from Saigon on or about April 5th.

The A. L. s.s. CROSSKEYS, is due to arrive here from Seattle Wash. on or about April 6th.

The A. L. s.s. COAXET, is due to arrive here from Portland Ore on or about April 5th.

The s.s. ATREUS, (Blue Funnel Line) left Singapore on 6th inst. for Hongkong and is due here on 11th inst.

The s.s. STENTOR, (Blue Funnel Line) left Moji on 6th inst. for London, Amsterdam & Antwerp via Hongkong. Vessel is due here on 10th inst. and will sail, as above, on 11th inst.

The P. & O. s.s. NANKIN, left Singapore for this Port on the 6th instant at 8 a.m. and is due here on the 11th instant at about 8 a.m.

The N. Y. K. s.s. NIKKO M. Australian Line) left Thursday Island for this port via Manila on the 3rd March and is expected here on the 14th March.

The R. M. S. MONTEAGLE, arrived at Moji, on 7th Mar. 8 a.m. left there 7th Mar. 5 p.m. and is due at Shanghai on 9th March 6 p.m.

The s.s. AJAX, (Blue Funnel Line) New York left Manila on 8th inst. for Hongkong and is due here on 10th inst.

The N. Y. K. s.s. KLEIST, (European Line) left Shanghai, for this port on the 7th March, and is expected here on the 10th March.

The N. Y. K. s.s. TAMBA M. (Liverpool Line) left Shanghai for this port on the 7th March, and is expected here on the 11th March.

POST OFFICE.

The prices of Postal Stationary have been revised as follows:—
Post Cards 1c. & 1½c.—2c. each
4c. —5c. „
Postage Envelopes 4c.—5c. „
Registered Letter Envelopes
10c.
Sizes F.G. H. & 1½—15c. „
Size K. —20c. „

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per NANKIN, 11th Mar. Europe via Suez (Letters and Newspapers London 10th Feb. Parcels 25th Jan.)—Per IDOMENEUS, 12th March.

OUTWARD MAILS.

To-morrow.

Hoihow and Bangkok—Per YUE YING WA, 5 p.m.
Shanghai & N. China—Per SINGAN, 10 a.m.
Shanghai and N. China—Per SUNNING, 2 p.m.
Swatow, & Bangkok—Per LIANCHOW, 5 p.m.
Fort Bayard, Hoihow & Haiphong—Per HANOI, 5 p.m.
Saigon—Per DERWENT, 5 p.m.
Swatow—Per HYDRANGEA, 3.30 p.m.
Shanghai, N. China, *Dairen, *Japan via *Canada, *United States, *Central, & *South America & *Europe via Seattle—Per AMAZON M., 10.30 p.m.
Sandakan, Australia and New Zealand via Thursday Is.—Per ST. ALBANS, Reg. 9.45 a.m. Letters 10.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay & Aden—Per DILWARA, 11 a.m.

Friday 11th Mar.

Shanghai & N. China—Per PAKHOI, 11 a.m.
Wei Hai Wei & Chefoo—Per CHIHLI, 1 p.m.
Philippine Island—Per YUEN SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per STENTOR, Reg. 1.45 p.m. Letters 2.30 p.m.
The Parcel Mail will be closed on Thursday, 10th March at 5 p.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles — Per KLEIST, Reg. 8.45 a.m. Letters 9.30 a.m.
Philippine Is., *Shanghai, *N. China, *Japan via *Canada, *United States, *Central & *S. America & *Europe via Vancouver—Per TOYAMA M., Reg. 9.15 a.m. Letters 10 a.m.

Saturday, 12th Mar.

Shanghai, North China & Japan —Per NANKIN, 8.30 a.m.
Shanghai and N. China—Per SUI YANG, 11 a.m.
Saigon, Straits, *Bangkok Ceylon, Mauritius, L. Marques, S. Africa, India, Dhanushkodi, Aden & Europe via Marseilles—Per PORTHOS, Reg. 5 p.m. Letters 5 p.m.

Sunday 13th Mar.

Swatow, Amoy and Keelung —Per AMAKUSA M., 9 a.m.

Monday, 14th Mar.

Iloilo—Per HAUGCHOW, 2 p.m.
Tientsin—Per KUEI CHOW, 5 p.m.
Shanghai & N. China—Per HANG SANG, 5 p.m.
Shanghai, N. China & Japan—Per KHYBER, 9 a.m.

Tuesday, 15th Mar.

Straits, *Bangkok, Calcutta & Aden—Per YAT SHING, 2 p.m.
Amoy, *Shanghai & *N. China —Per SZECHUEN, 11 a.m.
*Japan, *Honolulu *Canada, *United States, *Central & *S America, & *Europe via San Francisco—Per ANYO M., Reg. 9.15 a.m. Letters 10 a.m.
*Shanghai N. China Dairen, *Japan, *Canada, *United States, *C. & *S. America & *Europe via Victoria —Per ALABAMA M., Reg. 9.15 a.m. Letters 10 a.m.
Swatow & Bangkok—Per LUCHOW, 9 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, 11 a.m.
Japan—Per NIKKO M., 10 a.m.
Shanghai & North China, Japan, Honolulu, Canada, United States, Central & South America & *Europe via San Francisco—Per KOREA M., Reg. 9.45 a.m. Letters 10.30 a.m.
*Correspondence bearing vessel's names only.

SHIPPING.

VESSELS ARRIVED.

The s.s. EURYALUS arrived yesterday from Amoy and Swatow with 1,000 tons of cargo.
The s.s. ST. ALBANS came in yesterday afternoon from Kobe and Moji with 376 tons of cargo for Australian ports.
The HWAH HSIN arrived this morning from Saigon with no cargo.—Mooring B 10.
From Saigon there also came the RAJAH of SARAWAK with 1,200 tons of rice.—Mooring C 46.
The HYDRANGEA arrived this morning from Swatow with 105 tons. She experienced strong monsoon weather.

CLEARANCES AND DEPARTURES.

The EURYALUS left at 4 p.m. to-day for Singapore with 500 tons of cargo and 11 cabin passengers.
The FUSHIMI M. departed at 11 a.m. to-day for Seattle with 800 tons.
The DILWARA departs for Bombay to-morrow at noon with 1,288 tons of merchandise.

PASSENGERS DEPARTED.

Per s.s. Hungaria.—Messrs. F. Lafleur, J. V. Simpson, Yuan Hoi, S. A. Laxman, R. C. Elliot, Geiger, Master A. Archelangelsky, Messrs. W. M. Black, Kennebeck, Mitchell, J. Cursetji, Mrs. Frances Brown, Messrs. Nery Vannucci, S. Sha, G. Butz, Mr. and Mrs. Dehler, Messrs. W. C. Bass, Melvin Royer, C. D. Warfield, Miss B. Butz, Mr. E. Greuter, Mrs. H. V. Everett, Mrs. L. Westfall and child, Mrs. A. Weber, Messrs. R. Mell, Ho Ka Chun, C. W. Mantani, C. Hotchand, F. T. Melvani, Rev. Fr. G. Zamponi, Mr. Li Chau Ping, Mr., Mrs. and Miss E. Trefault, Messrs. B. Allen, J. H. Allen, Mr. and Mrs. Bunje, Messrs. Li Yiu Ting, Li Hang Kwong, N. D. Amra, Mr. and Mrs. E. D. Whitley, Messrs. N. R. Sutherland, J. M. Tan, John Watts, Mr. and Mrs. W. Staller, Mr. and Mrs. W. Schultze, Mrs. G. Ferkoeter, Messrs. James Blyth, Rudolf Franke and L. Model.

WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tytam	15-2 Below overflow	20-3 Below overflow
Tytam Byewash	26-2 Below overflow	25-5 Below overflow
Tytam Intermediate	16-6 Below overflow	63-6 Below overflow
Tytam Tuk	32-9 Below overflow	11-2 Below overflow
Wong-nei-chung	34-6 Below overflow	27-3 Below overflow
Pokfulum	17-11 Below overflow	20-6 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921
Tytam	282.24	235.22
Tytam Byewash	.41	.57
Tytam Intermediate	141.56	6.58
Tytam Tuk	743.76	1,158.56
Wong-nei-chung	2.19	5.46
Pokfulum	28.36	23.46
Total	1,198.02	1 429.97

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Feb.

	1920.	1921.	
Consumption	180.20	195.61	M. gallons
Estimated population	278,100	281,700	
Consumption per head per day	22.5	24.9	Gallons

Constant supply in all districts during Feb. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon Gravitation Reservoir	12-6 Below overflow	5-2 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Kowloon Gravitation Reservoir	239.00	291.34

Consumption of water in Kowloon in millions and decimals of gallons during the month of Feb.

	1920	1921.	
Consumption	45.31	37.16	M. gallons
Estimated population	104,900	105 700	
Consumption per head per day	14.9	12.3	gallons

The Government Analyst's reports show that the water is excellent quality.

T. L. PERKINS,
Water Authority.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T	2/3
Demand	2/3⅛
4 m/s	2/3½
30 d/s	
60 d/s	
T/T Shanghai	Nom.
T/T Singapore	97½
T/T Japan	91
T/T India	180
Demand, India	—
T/T San Francisco & New York	44¼
T/T Java	126
T/T Marks	Nom.
T/T Francs	6.00
Demand, Paris	—

BUYING.

4 m/s. L/C	2/4⅞
4 m/s. D/P	2/5¼
6 m/s. L/C	2/5½
30 d/s. Sydney and Melbourne	2/6⅜
30 d/s. San Francisco & New York	46½
4 m/s. Marks	Nom.
4 m/s. Francs	6.60
6 m/s. Francs	6 80
Demand, Germany.	
Demand, New York	44⅜
T/T Bombay	Nom.
Demand, Bombay	180¼
T/T Calcutta	Nom.
Demand, Calcutta	180¼
On Yokohama	91
Demand, Manila	100
Demand, Singapore.	97½
On Haiphong	Nom.
On Saigon	—
On Bangkok	93½
Sovereign	Nom. 8.65
Gold leaf per Tael	52.20
Bar Silver, ready	31¼
forward	30⅞
Bank of England rates	7%
New York/London	3.89¾

SUBSIDIARY COINS.

H'kong 50 cts. pieces	1/10% dis
10 „	1/2% dis.
5 „	1.2% dis.
Canton subcoins	15.8% dis.

Hongkong Mar. 9, 1921.

WEATHER REPORT.

March 9d. 11h 39m.—Pressure has increased slightly at Vladivostock, and decreased slightly from Weihaiwei to Shanghai. It is nearly stationary at other reporting stations.
The anticyclone is probably central over S. W. Japan.
Fresh to moderate monsoon will continue over the N. China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.98 inches, against an average of 3.68 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. & N.E. winds, moderate; fair.
2 Formosa Channel	N.E. winds fresh.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON,—Director.
H.K. Observatory, Mar. 8, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.
The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.
Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.
Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.
The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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the well-known screen star
in
"THE SONG OF SONG"

METEOROLOGICAL.

	Previous Day at 2 p.m.	on date. at 8 a.m.	on date. at p.m.
Barometer	30.08	30.12	30.10
Temperature	66	62	69
Humidity	64	83	61
Wind Direction	E.	E.	ESE
Wind Force	3	3	3
Weather	c	o	c
Rain	0.00	0.00	0.00

Highest open air Temperature on the 8th 66
Lowest open air Temperature on the 9th 61

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 9.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

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Birch c/o Seaborne, from Shillong.
Cook Care Dodwell, from Melbourne.
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Dodge, from New York.
Hulsebates, from San Francisco.
Kakteylon, from Bradford.
Khange, from Bangkok.
Ross Lloyd, Station Hospital, from Davosplatz.
Parmanand Indian, from Tacloban.
Rumritt, from London.
Yokuyou, from Keelung.
M. E. F. AIREY,
Superintendent.
Hongkong, March 3, 1921.

NOTICE.

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TIDE TABLE.

7th Mar. to 13th Mar., 1921.

Day of Week	Day of Month	High Water Hongkong Mean Time	Height	Low Water Hongkong Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Mon.	7	m 9 6	4.6	m 2 33	1.5
		8 1a	6.5	1 59a	3.0
Tues.	8	m 9 23	4.8	m 3 3	1.3
		8 45a	6.6	2 37a	2.7
Wed.	9	m 9 37	5.0	m 3 32	1.2
		9 14a	6.6	3 14a	2.4
Thur.	10	m 9 54	5.3	m 4 1	1.4
		9 50a	5.6	3 56a	2.2
Fri.	11	m 10 17	5.6	m 4 39	1.6
		10 24a	5.3	4 37a	2.0
Sat.	12	m 10 45	5.8	m 4 56	1.9
		11 6a	5.6	5 6a	1.9
Sun.	13	m 11 18	6.0	m 5 24	2.3
		11 57a	5.4	5 40a	1.9

m morning, a afternoon

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.			
H.K. & S. Bank	b. & ss.	785	
East Asia	b.	116½	
Marine Insurances.			
Cantons	b.	445	
North Chinas	n.	t. 153	
Unions	b.	275	
Yangtszes	b.	24	
Far Easterns	b.	t. 20	
Fire Insurances.			
China Fires	b.	125	
H. K. Fires	b.	320	
Shipping.			
Douglases	b.	69	
H.K. Steamboats	b.	21¾	
Indos (Pref.)	b.	25	
Indo Def. Lon/Reg.	n.	270	
Indo Def. H K. Reg.	b.	260	
Shells	n.	100/-	
Ferries	b.	38½	
Refineries.			
Sugars	b.	272½	
Malabons	b.	62	
Mining.			
Kailans	s.	92/-	
Langkats			
Shanghai Loans	n.	t. 14½	
S'hai Explorations			
Raubs	b.	70 cts.	
Tronohs	n.	23/-	
Ural Caspians	n.	12/6	
Docks, Wharves, Godowns, &c.			
H.K. Wharves	b.	91	
K. Docks	b.	176	
S'hai Docks	b.	132	
N. Engineerings	n.	30½	
Lands, Hotels & Buildings.			
Centrals	b.	115	
H.K. Hotels	n.	180	
H.K. Lands	b. & ss.	138	
H'phreys Est.	b.	9	
K'loon Lands	b.	36	
L. Reclamations	n.	133	
West Points	b.	54	
Cotton Mills.			
Ewos	n.	t. 396½	
Kung Yiks	n.	t. 391½	
Lau Kung Mows	b	—	
Orientals	n.	t. 15	
S'hai Cottons	n.	t. 120¼	
Yangtzepoos	b.	t. 25¼	
Miscellaneous.			
Cements	b. 12.10 ss. 12/12.10		
Do. Light old	b.	8½	
China Light new	b.	6¼	
China Provident	b.	11¾	
Dairy Farms	b.	25	
Electries H. K.	b.	21½	
Electries Macao	n.	30	
Hongkong Ropes	b.	23	
Hk. Tramways	b.	10¼	
Peak Trams, old	b.	8½	
Do. new	b.	1 ctr.	
Steam Laundries	b.	5¼	
Steel Foundries	n.	10	
Water-boats	b.	15¼	
Watsons	b.	7.30	
Wm. Powells	b.	20	
Wisemans	b.	36	

Hongkong, Mar. 9, 1921.

Printed and Published for the Proprietor, by Alfred Morley at 14, Ice House Street, in the City of Victoria, Hongkong.